

# MANUFACTURERS' RECORD

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## Manufacturers' Record.

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RICHARD H. EDMONDS, President.  
THOMAS P. GRASTY, Vice-President.  
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VICTOR H. POWER, Treasurer.

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RICHARD H. EDMONDS,  
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THOMAS P. GRASTY,  
General Staff Correspondent.

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BALTIMORE, FEBRUARY 2, 1905.

### COTTON CONVENTION ORATORY.

Two of the features of the Cotton-Growers' Convention at New Orleans last week were speeches by Thomas E. Watson, late candidate for the presidency of the United States, and Richmond Pearson Hobson, late hero of the Merrimac.

### BELIEVES IN MANUFACTURES.

The city council of Gadsden, Ala., has exempted from taxes for five years the new pipe-works plant of the Coosa Pipe & Foundry Co. and has provided for an extension at the city's expense of water mains to the plant. Gadsden evidently appreciates the value of industries to a city.

### NEW ENGLAND INTERESTED.

Mr. J. L. K. LaFlamme, editor-in-chief of La Tribune of Woonsocket, R. I., in requesting that he might reproduce or quote from the series of articles by Mr. Albert Phenix recently published in the Manufacturers' Record and dealing with industrial conditions in New England, writes:

Allow me to congratulate you for the genial initiative of that thought-provoking study.

Mr. LaFlamme, who had only seen the first letter of the series, adds that it "is exceedingly interesting, and I think will prove equally so to all New Englanders outside of its aim of being an incentive to the Southerners."

### ANTI-TRUST.

The first bill of the present legislature signed by the governor of Arkansas was an anti-trust bill. The Arkansas Gazette of Little Rock points out that the adoption recently by the Arkansas Press Association of a uniform rate card for advertisements is in conflict with the new law, and also suggests that the law may prevent the operation in Arkansas of the Southern Cotton Association, organized as an outcome of last week's convention at New Orleans. There is probably very little reason for apprehension on the part of the Southern Cotton Association or of the Arkansas Press Association.

For the new trust law, like so many similar laws in other Southern States, will probably be found to be defective or unconstitutional if any attempt is made to enforce it.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 78 and 79.

### THE ROLE FOR THE SOUTH.

Governor James B. Frazier, in his second inaugural address at Nashville, Tenn., made a few remarks peculiarly apt in these days of persistent suggestion that the South should busy itself in assuming party leadership. He said:

Let us for the time stop talking politics and go on broadening and strengthening the foundations of our material prosperity. Let us go forward developing and building along lines of industrial prosperity. Let us knit ourselves by ties of commerce and trade into the business life of every section of our country.

Let us press on with courage tempered with conservatism to take our place and demand our share in the industrial and political life of the nation. We are no alien race or people; we are a vital and integral and essential part of this republic. We are of its civic and industrial essence. It is as much our government as that of any others. We are as vitally interested in its just preservation and proper guidance along high ideals to the accomplishment of great purposes. Our fathers sacrificed to give it being. The brain and energies of our people have helped to give it vital force and make it great and strong.

With the broadening and strengthening of foundations of material prosperity, with the building along lines of industrial progress, with the knitting by the South of stronger ties of commerce and trade with the rest of the country, the importance of the South in the political affairs of the country will steadily increase, to the advantage of the South and of the country.

### ANOTHER "SOUTHERN CONFERENCE."

It developed at a meeting this week of the Board of Trade of Washington, D. C., that "many persons interested in the agricultural, industrial and commercial development of the South desire that a conference be held at the National Capital for the consideration and discussion of methods and projects tending to advance the interests mentioned." That was the whereas to a resolution calling for the appointment of a committee to provide for the holding of such a conference and carrying an appropriation of \$200 for the expenses of the committee. The resolution was adopted minus the appropriation.

It is not unlikely that someone at the meeting recalled the thousands of dollars raised in Philadelphia three or four years ago for the entertainment of the "Southern Industrial Convention" which was to be attended in that city by a host of Southern governors, municipal authorities, leaders in Southern thought and action, representatives of boards of trade, chambers of com-

merce, manufacturers, business men, etc., their wives and their little ones. Philadelphia was warned, but clung to its erroneous impression that any number of persons actually engaged in furthering the agricultural, industrial and commercial development of the South could find time to be a part of such an omnium gatherum. Philadelphia clung to the notion even unto the moment of the assembling of the "Southern Industrial Convention." Then its interest seemed to wilt. No hosts of visitors materialized. The reputed amount of money raised for entertainment would have permitted an average expenditure of at least \$50 upon each "delegate." The "Southern Industrial Convention" movement right then and there was asphyxiated. It is believed that two or three Philadelphians might be induced to join in the plan suggested, doubtless with the best intentions and in forgetfulness of another "Southern Convention" in Washington about 12 years ago, in the Washington Board of Trade. But the Manufacturers' Record is inclined to think that among business men generally in Philadelphia the words "Southern Convention" are anathema. Philadelphia business men cannot be blamed for that.

### NO TIME FOR CONVULSIONS.

At the opening of the Texas legislature one of the speakers said: "This is not a time for legislative convulsions." The Daily Express of San Antonio rightly took that sentence as a text to be developed for the benefit of the legislature, and it has been preaching from it ever since. At the start it pointed out that the past six years of prosperity and progress had brought the State to a prospect which should not be marred by legislative experiments borne of whimsies; that there was need of new laws and of repair of old ones, but that this need should be met in a spirit of progressive conservatism, recognizing that the men and money alike necessary to the full welfare of the State were turning in ever-increasing force toward Texas. One week later the Express discovered that its counsels of moderation had not been premature. It found in some of the bills introduced, in the make-up of house committees and in statements of several members indications of a lack of conservatism, and, in the matter of taxation, not a few members inclined to ask not how much shall the levy be upon corporations, but how much can be taken from the corporations.

A protest against such a legislative attitude has been voiced by Col. L. J. Polk of Galveston, who is interested in promoting the construction of the San Antonio & Rio Grande Railway through Bexar, Atascosa, McMullen, Live Oak, Duval and Starr counties. He is quoted as expressing the opinion that the passage of certain bills, especially that providing for a tax upon the gross income of railroad companies, would not only defeat his own project, but would prevent the building of new

railroads in Texas for many years. He feels that the policy of calling upon the railroads to foot the bill every time the State treasury runs short of cash will prevent the investment of money in railroad enterprises. The San Antonio Express reinforces this view in an estimate that undertakings which under favoring circumstances will begin this year calling for an expenditure of more than \$100,000,000 are held in abeyance until the adjournment of the legislature.

Friends of Texas, fairly aware of its imperial potentialities and anxious that they be fully realized as speedily as possible, await with deep concern the outcome of the present legislature. In the past theorists, permitted to embody their views in laws, have seriously hampered the growth of the State. In recent years a healthy public opinion has tended to suppress them and to undo much of their damaging work. It is hoped that the growth of this healthy public opinion in Texas and of wealth-creating interest, ready to exert itself within the State, will not be checked by legislative shortsightedness or foolhardiness in 1905.

### RAILROADS FOR A NEW FUEL REGION.

Several recent occurrences indicate that more than one railroad company will this year make determined efforts to extend into the rich coal fields of Wise and Dickenson counties, Virginia. One of these happenings, and probably the most conspicuous of them, was the incorporation of the Virginia & Southeastern Railway by gentlemen identified with the Virginia & Southwestern Railway and the Virginia Iron, Coal & Coke Co., including Henry K. McHarg of New York and others. This new company immediately placed engineers in the field to survey a line from Clinchport, Va., on the Virginia & Southwestern Railway, along the valley of Clinch river towards Sand Ridge, near Coeburn, Va., and Toms Creek. At about the same time the South & Western Railway, Geo. L. Carter of Bristol, president, identified with the Clinchfield Corporation, which owns the Crane's Nest coal mines near Toms Creek, also began work on a line to run up from Clinchport, notwithstanding that the latter place is far off the line of the South & Western, which runs from Johnson City, Tenn., to Spruce Pine, N. C. Nevertheless it has long been the declared purpose of those interested in the South & Western to build an extension to the Crane's Nest mines, and as the valley of the Clinch river presents probably the most available route, it is not surprising that both companies should seek to obtain the lead in getting possession of the best line along that stream. Litigation has resulted from the rivalry.

Meanwhile at a place much nearer Toms Creek a little line of six miles' length (the Interstate Railroad), which connects with the Virginia & Southwestern and also with the Louisville &

Nashville railroads at Appalachia, Va., is building an extension which may reach to Toms Creek, or at least to the objective point of the cut-off planned by the Virginia & Southwestern people from Clinchport. The announced route of this extension of the Interstate is from Appalachia to Kelleyview via Blackwood, and up Roaring fork, a total distance of 15 miles. The contract for it has but very recently been awarded, and work is reported under way. This road is said to be controlled by the Virginia Coal & Iron Co. of Stonega, Va., and the president of it is J. S. Wentz of Philadelphia. It is generally expected, according to reports from points in the vicinity of this construction, that it is designed to reach Toms Creek, which is now entered only by a branch of Norfolk & Western Railroad.

Bearing upon this situation is the announcement of the Southern Railway Co. that it will immediately begin a survey for a connecting line from Marion, N. C., to Johnson City, Tenn. This is accepted as an indication that the Southern proposes to seek a share of the coal traffic to come out of the rich fuel regions in the southwestern counties of Virginia. By building from Marion to Johnson City it would connect by a line through the mountains two divisions of its system and make possible the establishment of a short route for coal to tidewater. At Bristol the Southern already connects with both the Norfolk & Western and the Virginia & Southwestern roads, although neither has a direct route from there to Toms Creek, and to obtain an air line or even a route approximately straight it would be necessary to go over or through the Clinch mountain, which lies north of Bristol. Assuming that the Virginia & Southwestern might establish a traffic arrangement with the Interstate Railroad to reach Toms Creek, a coal route from the latter place to Bristol could with reasonable quickness be made available.

There is also the possibility that the Chesapeake & Ohio Railway, which by next summer will have completed its Big Sandy extension to Elkhorn City, Ky., may continue that line 25 or 30 miles to the Crane's Nest coal fields. This could be done by following the Russell fork of the Big Sandy through the Cumberland mountains into Dickenson county, Virginia, and then going southward along Pound river and Crane's Nest creek. Doubtless very heavy construction would be necessary to provide such a line, yet if it was built an outlet would be established to the north and west for the Virginia coal. The building of a line to connect the South & Western with the Detroit Southern via Ironton, Ohio, to make a coal route to the Great Lakes has been talked of for several years, but the Chesapeake & Ohio Railway, by means of its Elkhorn City road, appears to be nearer to making such a route a reality than is any other company.

The Louisville & Nashville Railroad, which could provide a southern as well as a western outlet for the coal of Wise and Dickenson counties, is nearer to the Crane's Nest region than is the Chesapeake & Ohio. Its eastern terminus (where it connects with the Norfolk & Western) being at Norton, Va., which is only 10 or 15 miles from Toms Creek. It could also probably, by means of traffic connections at Cincinnati, Ohio, establish a through coal route to Lake Erie ports. The Louisville & Nashville is already engaged in building a number of coal spurs in the vicinity of Pennington Gap, Va., which is in Lee county, some distance southwest of the Crane's

Nest fields. There is also the possibility that this company may endeavor to build a railroad through the mountains of North Carolina in order to connect with the Atlantic Coast Line, with which it is affiliated.

Another possibility is that the Norfolk & Western may build an extension into Dickenson and Wise counties by striking southward from its line in West Virginia and crossing Buchanan county, Virginia. It has already begun the extension of the Iaeger & Southern Railroad in McDowell county, West Virginia (adjoining Buchanan county), and proposes to build 57 miles of line, going into Virginia under the charter of the Pocahontas & Western Railroad. An extension of such length might readily carry the line as far as Toms Creek if built in the direction of that place, although it does not now appear to be the purpose of the company to do more than develop some coal properties in West Virginia and perhaps in Virginia not far from the State boundary. But if the road should go into the Dickenson and Wise county coal fields it could establish a western and northern coal route to the Lakes via Columbus, Ohio.

Indeed, the possibilities of railroad extensions in the southwestern counties of Virginia for the development of coal lands are in some respects beyond parallel. There is no railroad at present in either Buchanan or Dickenson county, which together form a strip of territory 40 to 50 miles long and 20 or more miles wide, bounded on the northwest and southeast by mountain ranges and beset with topographical difficulties between them. The rough and broken nature of the country is the principal obstacle to railroad construction, but that lines will be built therein is accepted as certain, and that, too, before the fields without those boundaries have reached a point anywhere near full development. The magnitude of the mineral wealth in those counties, even if fuel alone be regarded, is so great that it must compel the entrance of railroads.

#### THE USUAL RESULT.

In a letter to the Manufacturers' Record the Gregory Electric Co. of Chicago, Ill., writes:

We wish to report some remarkable results of advertising in the Manufacturers' Record. Early in January we advertised about 25 dynamos for sale, and out of this lot advertised we have already sold six to customers whom we reached through your journal.

#### THE SUN ALMANAC.

The thirtieth issue of what has come to be known as the Blue Book of Maryland, the Sun Almanac for 1905, is probably one of the most valuable that has ever been issued. Last year was the most eventful in the history of Baltimore since the Almanac began to make its welcome annual appearance. The great fire, from which the city has so rapidly recovered, is naturally one of the leading features of the Almanac, and 10 pages are devoted to a succinct comprehensive and authoritative narrative of the calamity, the results of the fire being summarized for convenient reference, a plain tale of the progress of the fire, including the experience of The Sun itself to overcome tremendous odds in continuing its publication uninterruptedly, being told, a map of the burnt district being printed and the progress of rehabilitation and improvement to date being noted. Other notable events of the year in the city, the State, the country and the world are recorded without intruding upon the space usually occupied by the standard social, religious, educational and political statistics of the Almanac. Though called the Blue Book of Maryland, the Sun Alma-

nac has features of especial interest to Delaware, Virginia, West Virginia and North Carolina. Its frontispiece is a half-tone portrait of Edwin F. Abell, whose death was one of the calamities visited upon Baltimore in 1904.

#### HIGHERING "SOUTHERN EDUCATION."

Ogdenism, which would control the education of the South, finds on the verge of its expected triumph that the South is opening its eyes. Promoters of the movement for the endowment of the University of Virginia made it convenient, following anticipatory and telling publicity, to omit, when they made the first call, certain names from the list of those behind the movement. The second call will have to face the following from United States Senator Joseph W. Bailey of Texas, which is given wide publicity through special correspondence in the Southern press, the italics being ours:

"Mr. Thomas Nelson Page,

Washington, D. C.:

"Dear Sir—Some time ago you and others were good enough to designate me as a member of a committee whose duty it is to raise by subscription a suitable fund for the University of Virginia. I did not at that time accept the appointment, because I doubt the propriety of any man while engaged in the public service soliciting large contributions even for the most worthy purposes, but I did not feel it necessary to protest against the use of my name as a member of the committee. Recently, however, a circumstance has arisen which compels me to insist upon the withdrawal of my name from all connection with the work which your committee was intended to promote. The circumstance to which I refer is the speech which Dr. Alderman, the present head of the university, delivered before the Southern Society of New York, and in which he makes a mean and wholly unwarranted reflection upon the intellect and standing of Southern senators and representatives in Congress.

"If I thought the estimates expressed were Dr. Alderman's candid and unbiased opinion of the Southern men who are engaged in the service of their respective States I would feel less resentment, but as I am constrained to believe that he was seeking the favor of those millionaires who are supposed to abhor certain principles and policies advocated by Southern senators and representatives, I find it impossible to be patient with his criticism. It would seem that those of our own section who complain that the South no longer supplies the republic with such men as John C. Calhoun, Henry Clay and Jefferson Davis would also remember that other sections no longer contribute such men as Daniel Webster, Rufus Choate and Abraham Lincoln.

"Without entering into an explanation of the fact that changes in the habits and occupations of our people have established a different, and perhaps a lower test of excellence in our public servants, I need only to remind thoughtful and candid men that Southern representatives and senators of this time compare favorably with their associates in intellect, character and conduct, as did their predecessors; and if it be true that the quality of Southern leadership is not so high as it was in other days, the same can be asserted with equal truth as to all other sections. With this fact obvious to every thinking man, I have scant respect for Southern educators who unduly dispraise their own neighbors.

"Much as I would rejoice in the prosperity of the University of Virginia, I would rather see its ancient halls of learning deserted than to see them made the place where false and unjust opinions of

*Southern men and Southern principles are instilled into the minds of Southern youths.* Regretting beyond expression the circumstance which has rendered it impossible for me to co-operate with you in your undertaking, I have the honor to be,

"Very truly yours, J. W. BAILEY."

This will probably lead other Southerners to regret that they permitted their names to be used in connection with the undertaking. They will begin to understand what is meant by the "democratization of the South," and what the New York Tribune meant when it wrote concerning the election of Dr. Alderman to the presidency of the University of Virginia: "To the public in general the chief significance of this selection is that it links the University of Virginia, with all its traditions and its powerful influence on Southern thought, with the movement for the democratization of education. This election may be fairly regarded as Virginia's answer to the criticisms made in the South of efforts to extend and improve the common school system for both races, and of the abuse of Governor Montague for taking part in that crusade."

#### HIS WORKS PERSIST.

The retirement of Mr. George C. Wilkins, general agent of the Pennsylvania Railroad at Baltimore, under the age-limit regulation of the company, is viewed with regret by his numerous friends and acquaintances in the business and social life of this city and its vicinity, where his energy and capacity have long been recognized and appreciated. He has been in the Pennsylvania service for 42 years, and during all but 10 years of that time was its principal representative at Baltimore, first as superintendent, then as general superintendent, and finally as general agent. His career throughout his 70 years of life has been constantly active and progressive. In his younger days he practiced his profession of engineering, and was intimately connected with the building of the first railroad into Kansas City, Mo. At Baltimore the results of his work are visible on every hand around the Pennsylvania terminals, the enlargement and improvement of which have been constantly under his direction and supervision. Mr. Wilkins' successor is Mr. Hosea W. Kapp, who will also continue to hold the position of superintendent of the Baltimore division of the Northern Central Railway, which he has occupied for 22 years.

#### THE COTTON MOVEMENT.

In his report for January 27 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 149 days of the present season was 8,841,261 bales, an increase over the same period last year of 927,598 bales; the exports were 5,098,375, an increase of 618,448; takings by Northern spinners 1,343,978 bales, a decrease of 72,134; by Southern spinners 1,067,503 bales, an increase of 89,999 bales.

#### 16,497,033 TONS OF PIG-IRON.

**The Total Production in the United States in 1904.**

In 1904 there were produced in the United States 16,497,033 gross tons of pig-iron. The American Iron and Steel Association has received reports of production directly from every furnace in the country, and in its bulletin publishes detailed statistics of both production and stocks. In the summary it says:

"The total production of pig-iron in 1904 was 16,497,033 gross tons, against 18,009,252 tons in 1903, 17,821,307 tons in 1902, 15,878,354 tons in 1901, 13,789,242 tons in 1900, 13,620,703 tons in 1899, and 11,773,934 tons in 1898. The following table



gives the half-yearly production in the last four years in gross tons:

Periods.	1901.	1902.	1903.	1904.
First half.....	7,674,613	8,808,574	9,707,367	8,173,438
Second half.....	8,203,741	9,012,733	8,301,885	8,323,595
Total.....	15,878,354	17,821,307	18,009,252	16,497,033

"The production of 1904 was 1,512,219 tons less than that of 1903. The production in the second half of 1904 was 150,157 tons more than that of the first half. The causes of the decline in production in 1904 as compared with 1903 are so well known that they need not be dwelt upon in this connection, but it is worthy of mention that the last four months of 1904 showed great and steadily increasing activity in production. This rate of production was continued and exceeded in January of the present year.

"The production of Bessemer and low-phosphorus pig-iron in 1904 was 9,098,659 tons, against 9,989,908 tons in 1903, a decrease of 891,249 tons.

"The production of basic pig-iron in 1904, not including charcoal of basic quality, was 2,483,104 tons, against 2,040,726 tons in 1903, an increase of 442,378 tons.

"The production of charcoal pig-iron in 1904 was 337,529 tons, against 504,757 tons in 1903 and 378,504 tons in 1902. The production in 1904 was 167,228 tons less than in 1903 and 40,975 tons less than in 1902.

"The production of spiegeleisen and ferromanganese in 1904 was 219,446 tons, against 192,661 tons in 1903. The production of ferromanganese alone in 1904 amounted to 57,076 tons. One company produced 946 tons of ferro-phosphorus in 1904.

"A significant feature of the above statistics is the increased production of basic pig-iron in a year of generally reduced production.

"The stocks of pig-iron which were unsold in the hands of manufacturers or which were under their control in warrant yards and elsewhere at the close of 1904, and were not intended for their own consumption, amounted to 408,792 tons, against 623,254 tons on June 30, 1904, and 591,438 tons on December 31, 1903. The American Pig-Iron Storage Warrant Co. held 55,350 tons of pig-iron in its yards on December 31, 1904, of which 17,700 tons, included above, were reported to us as being still controlled by the makers, leaving 37,650 tons in other hands. Adding this 37,650 tons to the 408,792 tons noted above gives us a total of 446,442 tons that were on the market at the close of 1904.

"The whole number of furnaces in blast on December 31, 1904, was 261, against 216 on June 30, 1904, and 182 on December 31, 1903. The number of furnaces in blast at the end of 1904 was 45 larger than on June 30 of the same year and 79 larger than on December 31, 1903."

The following tables are of especial interest:

Total Production of Pig-Iron.

States.	Blast Furnaces.		Production.		Gross tons of 2,240 lbs.	
	In	Out	First	Second	First	Second
	June	Dec. 31, 1904.	half of 1904.	half of 1904.	half of 1904.	half of 1904.
Massachusetts.....	1	1	1	2	1,242	1,907
Connecticut.....	1	2	1	3	4,325	4,597
New York.....	10	12	10	22	250,980	354,729
New Jersey.....	5	5	7	12	121,294	141,000
Pennsylvania.....	83	108	50	136	3,715,867	3,930,454
Maryland.....	3	4	2	6	135,416	158,025
Virginia.....	12	12	14	26	186,037	124,489
N. Carolina.....	1	1	1	1	40,508	29,648
Georgia.....	3	2	4	4	800,256	653,257
Alabama.....	25	25	24	49	800,256	653,257
Texas.....	1	1	3	4	3,834	1,696
West Virginia.....	4	4	4	4	103,153	167,792
Kentucky.....	2	3	4	7	17,516	19,590
Tennessee.....	10	10	12	22	165,981	136,213
Ohio.....	31	43	17	60	1,540,743	1,437,186
Illinois.....	13	12	9	21	798,221	857,770
Michigan.....	4	6	6	12	138,744	94,481
Wisconsin.....	3	6	6	6	104,437	105,967
Minnesota.....	1	1	1	1	1	1
Missouri.....	2	2	2	2	2	2
Colorado.....	2	3	3	5	46,982	104,794
Oregon.....	1	1	1	1	1	1
Washington.....	1	1	1	1	1	1
Total, 1904.....	216	261	168	429	8,173,438	8,323,595
Total, 1903.....	320	182	243	425	9,707,367	8,301,885

Production of all kinds of Pig-Iron From 1901 to 1904 by States.

States.	1901.	1902.	1903.	1904.
Massachusetts.....	3,386	3,360	3,265	3,149
Connecticut.....	8,442	12,086	14,501	8,922
New York.....	263,692	401,360	532,917	605,709
New Jersey.....	153,746	191,380	211,667	262,294
Penn'a.....	7,343,257	8,117,800	8,211,500	7,644,321
Maryland.....	303,186	303,229	324,570	293,441
Virginia.....	448,662	537,216	544,034	310,526
North Car.....	27,333	32,315	75,602	70,156
Georgia.....	1,235,212	1,472,211	1,561,398	1,453,513
Alabama.....	2,273	3,095	11,633	5,530
Texas.....	166,597	183,003	199,013	270,945
West Virginia.....	68,462	110,725	102,441	37,106
Kentucky.....	337,139	352,778	418,368	302,096
Tennessee.....	3,326,425	3,631,398	3,267,434	2,977,929
Ohio.....	1,596,850	1,730,220	1,692,375	1,655,991
Illinois.....	170,762	155,213	244,709	283,225
Michigan.....	207,551	273,987	283,516	210,404
Wisconsin.....	203,409	269,930	270,289	151,776
Minnesota.....				
Missouri.....				
Colorado.....				
Washington.....				
Total.....	15,878,354	17,821,307	18,009,252	16,497,033

### Kentucky-Tennessee Oil Field.

[Special Cor. Manufacturers' Record.]  
Barboursville, Ky., January 30.

As a result of the low prices commanded by crude oil, the usual amount of drilling has not been carried on in the Kentucky and Tennessee developments during the past month. Numerous operators all over the field are waiting for better prices before undertaking any new work, and with the exception of some drilling for the purpose of protecting leases or offsetting other production, new operators are delaying work. One bright feature in the situation is the low price of drilling in this field, which fact, coupled with the scarcity of dry holes, gives the Kentucky-Tennessee operator an advantage of the operator further north, although the older field companies get better prices for their output.

During the past few weeks completions have averaged 15 weekly. Few large strikes have been made during the past month, the biggest strike doing but 75 barrels daily.

The counties adjoining the Wolfe county field, in the upper part of Kentucky, are now coming in for a great deal of attention, and will be the seat of considerable drilling during the next few months. New York operators controlling 33,000 acres in Morgan county have moved two strings of drilling machinery into that field and will expend \$50,000 in new work. These people have already spent \$36,000 in developing leases. Local operators are also moving machinery to that region, which, with Wolfe county, constitutes the deep-sand field of Kentucky. The oil is found at a depth of 1500 feet in good quantities, and while Morgan county has received little attention during the past two years, the favorable showing of Wolfe county and the construction of a pipe line to that region are reviving interest.

The new developments of Fentress county, Tennessee, to which a pipe-line extension has just been completed, are attracting some capital. That is a development of the past few months.

Considerable kicking is being indulged in at the expense of the Standard on the low price of oil. The lighter grade now commands but 83 cents per barrel, while the heavy grade sells at 55 cents per barrel. The production is amounting to about 25,000 barrels weekly. W. S. HUDSON.

### The Pig-Iron Market.

Matthew Addy & Co. of Cincinnati in their weekly report say: "Without doubt the severity of the weather this week has much interfered with the iron market, for so many of the processes of the iron trade are outdoor operations. The severe blizzard which swept across the country produced a temperature of seven degrees above zero in the Birmingham district. This temperature in middle Alabama was really equivalent in the damage it does to many degrees below zero north of the Ohio river. In the South they are not prepared for such an extreme, and it has

the effect of paralyzing labor. Business, however, in spite of the weather, has been measurably good, and the furnaces have booked orders for a very respectable tonnage. An Ohio pipe shop bought 4000 tons, which is the largest foundry order probably of the week, and from this down to orders for carload lots for all kinds of iron have been placed. The event of the week which has caused more talk than anything else has been the purchasing of Bessemer pig-iron by the Lackawanna and the Cambria Steel companies. The Cambria Steel Co. is very largely owned by the Pennsylvania Railroad Co., and their extensive buying for forward delivery indicates without doubt the view that they take of the future. January, as a whole, has not been marked by any phenomenal buying movement, but it has been marked by a normal, healthy, steady purchasing which has gone on from day to day, and has resulted without any doubt in the buying of a good deal more iron than has been made during the month. Everything points to the fact that consumption is steadily increasing, and without doubt this increase will be at an accelerating rate with the coming of better weather. The prospects for February are all that could be desired."

### MORE INTEREST IN IRON.

**Buyers of Importance Making Inquiries at Birmingham.**

[Special Cor. Manufacturers' Record.]  
Birmingham, Ala., January 30.

In the iron market we are on the eve of the buying movement that the more optimistic element thought would be in full swing before the close of this month. During the week just closed a reawakened interest was manifested in the market, and there were a few inquiries for round lots for delivery during the second quarter. The market in the immediate past has been bare of them. No business resulted from these inquiries, but they show that buyers of importance are considering the filling of their requirements. The smaller buyers were in evidence, and while they did not take enough iron to make the market an active one, their aggregate purchases showed a material increase over those that had prevailed. These two circumstances encourage the belief that buyers are taking more interest in the market and that business will from now on begin to pick up. One of the inquiries was for 10,000 tons and another for 7000 tons. The others ran the gamut down to carloads. Business was more or less restricted because of price and also because of fears of inability to meet the deliveries desired. For nearby deliveries, particularly, this was the case.

Some No. 1 soft was sold at \$14.50 and some No. 2 soft changed hands at \$14, for delivery the second quarter. There were sales of No. 2 foundry also at \$14, some being for delivery this quarter and some for the second quarter. There was one sale for delivery the second quarter of No. 3 foundry at \$13.25, and there was another sale of 3000 tons of No. 4 foundry for delivery the second quarter at \$13.25. This sale emphasizes the fact of the difficulty of securing the low grades. They are still very scarce, and it takes stiff prices to bring them out. Gray forge is readily salable at \$12.75 to \$13 when you can find a seller who can spare it. There is no difficulty in finding the buyers. The aggregate of the sales was of only a comparatively small volume, but showed an appreciable increase over what had prevailed. The inquiries and orders covered all the grades, and there was no special drive on any one grade. The situation in regard to output is unchanged. The weather has been against good results, and it is a very difficult matter

under present conditions to catch up with the lapses in the output.

While there has been some improvement in the coke situation, it is not as furnace operations crave or need. It is in demand yet, and a factor of the first importance to the output. If you can find any for prompt delivery the price is \$3.75 for furnace coke and \$4 for foundry coke.

For coal there is a good demand, and the output so far cannot keep in sight of it. In many cases quality is ignored, and it is anything that will burn and make a fire.

The Western Steel Car & Foundry Co. at Anniston has recently received orders for 1400 cars, the greater part of the order being to fill requirements of the Southern Railroad. On the sixth of the coming month its rolling mill will start up, and be followed by the puddling and finishing mills. This condition indicates the status of business in this district and justifies the statements heretofore made of the outlook for the year.

Mention has been made of the intention of the management of the Dimmick Pipe Works to increase its capacity. A meeting of the stockholders has been called for next month to ratify this action and to consider other changes that are under consideration. Gossip has it that the capital stock will be increased to \$1,000,000 and the scope of the operations materially augmented. The management is not at present prepared to divulge all their plans, but one can say that their completion ensures to the district not only a plant of greatly-increased capacity, but one up to date in every respect and capable of throwing down the gauntlet to any and all competition.

The Birmingham Railway, Light & Power Co. has resolved upon further and extensive improvements to its system involving the expenditure of a considerable amount of money. Its power-house will have its capacity increased and made in every way up to date at an expense of more than \$200,000. The rails from Powderly to Bessemer will be relaid with heavier rails, and a viaduct will be built over the railroad tracks at Bessemer, besides other improvements tending to greater efficiency of service and economy in management. It is now considered as a model system of electric railways, and its management is copied by other progressive systems desiring efficiency in results that are practical in the way of profits and satisfactory service to the public.

One great incubus under which we labor is the fear that our present water supply may not be sufficient in the near future to meet the requirements of the demands of new industries that are knocking at our door and asking admission. Public sentiment is being aroused upon this question, and a committee has been appointed to formulate a plan looking to the correction of this deficiency. It involves the bringing of the waters from a point on the Warrior river, about 20 miles away from us, and involves no engineering difficulties of any moment. It is simply a question of money, and when the people are satisfied that it is money well spent it will be cheerfully donated. There are some large enterprises now considering the propriety of locating here, and the question of an abundant supply of water is with them a *sine qua non*.

The National Brickmakers' Association is meeting here today. Its proceedings so far are but the preliminaries that attend every convention. They have not yet got down to business.

The Pouhl Contracting Co. filed articles of incorporation last week. It is capitalized at \$20,000. The Hiden-Jackson Real Estate & Insurance Co. was also incorporated. It is capitalized at \$10,000.

The Trovood Park Land Co. filed its articles of incorporation. It is capitalized at \$50,000. J. M. K.

### New Orleans' Sanitary Advance.

[Special Cor. Manufacturers' Record.]  
New Orleans, La., January 30.

The work being done by the sewerage and water board is the constructing of an entire system of sewers for the city, consisting of some 375 miles of sewer mains and pipe and some 14 or 15 pumping stations; also a drainage system for the entire city, which is partially built, and has some 60 miles of canals with eight large pumping stations and one electrical central power station. The work also contemplates the construction of a water system for the entire city, the laying of some 250 miles of water mains and pipes, the construction of pumping station provided with sedimentation basin, etc., and filtration plant. There is already a water works here owned by a private corporation with about 125 miles of pipes in the ground and a pumping station which furnishes the city with crude muddy river water.

The money to meet the cost of these systems was raised by the issue of \$12,000,000 bonds, the proceeds of a two-mill tax, and the one-half surplus of 1 per cent. debt tax, the latter two items averaging about \$600,000 per year.

Contracts for these works are let to the lowest bidders after advertisement for 60 days. There has been already laid about 125 miles of sewerage system, and the pumping stations are in process of being built, and the machinery for same is also being constructed, and advertisements will be published shortly for the pumping machinery for the water-works system and for the laying of an additional 60 miles of sewerage and about 15 miles of water mains, and for furnishing cast-iron water pipe, etc. George G. Earl is the general superintendent or "first engineer" in charge of the work. S. S. SHIELDS, Secretary Sewerage and Water Board of New Orleans.

### Southern Machinery Dealers.

The executive committee of the Southern Supply and Machinery Dealers' Association has made arrangements for the annual convention of the Southern Supply and Machinery Dealers' Association, which is to take place April 25, 26, 27 and 28, 1905, at the De Soto Hotel, Savannah, Ga. The executive committee has appointed Mr. Denny of the Georgia Supply Co., Savannah, Ga., as chairman of the entertainment committee, and Mr. Disosway of the Cotton States Belting & Supply Co., Atlanta, Ga., as chairman of the transportation committee. The program that has been adopted will not only be exceedingly interesting to every manufacturer in the United States and to every supply dealer, but will also be enjoyed by all who take part in the convention. The executive committee extends an invitation to all supply dealers to be present, and also to the representatives of the different manufacturers with whom the supply dealers do business.

Indications are that this will be the most enjoyable and most largely attended convention that has ever been held by the association.

### Cement for Manila.

The United States government is now building modern coast fortifications at Manila, Philippine Islands, and considerable construction material will be wanted. During the next year from 15,000 to 20,000 barrels of cement will probably be needed. The Chief of Engineers, War Department, Washington, D. C., can give information regarding the purchase of this material.

## Impressions of the Cotton-Growers' Convention.

[Special Correspondence Manufacturers' Record.]

New Orleans, La., January 28.

While some skepticism is to be found, even in New Orleans, as to the practical results in the way of reduced cotton acreage which are to come from the Interstate Cotton-Growers' Convention held here this week, there is undoubtedly an overwhelming belief among those who have followed the proceedings of the big meeting that the planters are in dead earnest, and mean to carry out the recommendations of the convention. The devotion that Southern men can give to a cause has been frequently attested, and so much a question of honor does this matter of standing together seem now to be that social ostracism would hardly be unexpected in the case of a man who, having agreed to reduce his cotton acreage, should continue to "take a sneak" on his neighbor and put in a large crop, in the belief that the object sought, a high price for cotton in the fall, would yield him an uncommonly rich harvest.

While the three days and nights of the convention's sessions were filled with all sorts of discussions and propositions, and measures covering both sides of nearly every phase of cotton-raising and marketing were passed upon or adopted, the large concrete facts of present paramount importance are the determination to reduce this year cotton acreage and use of commercial fertilizers at least 25 per cent.; to more largely diversify crops, growing more corn, cowpeas, grasses and stock, and to hold the cotton raised last year in excess of consumptive demand until such time as it has reached a legitimate price—arbitrarily and with perhaps questionable soundness fixed by resolution of the convention at a minimum of 10 cents a pound.

Although the comment has been made that this agreement is actionable under the Sherman law's provision against combination in restraint of trade, and that this is a trust of planters within the prescriptive definition of the Texas and Arkansas statutes, even those who make the suggestion are probably less than half serious. At any rate, the movement is well on, and advices from all over the cotton-growing section of the South indicate that planters of every degree, large and small, owners and renters, are joining in the plan with unanimity. For this year, at least, it looks like there will be a faithful and fair trial of the efficacy of cutting down production and holding surplus, so as to bring the supply and consumptive demands into closer relationship.

As to what degree of permanency will attach to the organization effected at this convention there is some difference of opinion now, and it will require time to determine. An organization which is so finely subdivided as to include precinct organizations in addition to county, State and national, is a rather large proposition to hatch out over night, and even should it be well organized within a year it remains to be seen how robustly it will come through the next period of coincident high prices and large crop, which might occur the very next year after this one, if bad weather here and peace in the Orient were to combine to unexpectedly cut down the next crop at a time when there may be an unlooked-for increase in consumptive demand.

The Southern Cotton Association, as it is officially named, undertakes, according to the terms of the committee report on organization, to "regulate cotton production, cotton supply and financing, and especially cotton marketing, using every effort to secure broader markets and to limit the production to the demand at

remunerative prices." Now, in all the discussion of ways and means to do this wholesale regulating no reference whatever was made to the powerful factor of the weather, and yet it is a fact denied by no one that the almost unheard-of stretch of fine open weather, running right up to winter, made a bumper crop of what promised to be no more than an average one, if that—as witness the bullish estimates and predictions emanating from authorities all over the country along about September of last year. So should the very first attempt at regulating—assuming that reduced acreage and withholding the surplus be carried out as designed—be accompanied by an especially unfavorable season, it is conceivable that the planters now giving this movement their hearty co-operation might conclude that they had overdone their restrictive efforts, and if a large crop the next year should command good prices, it is not difficult to conceive a considerable falling off in interest and financial co-operation in the plans of the present association.

All this is pertinent to an attempt to size up the full importance and permanent effect of the New Orleans meeting, for until the government report on acreage is given out in April, and if it indicates a marked reduction, then till the next crop is marketed, there is certain to be a very wide interest taken in this movement, and it will be the subject of much discussion the wide world over. The probabilities of successfully carrying out the aims of the organization are, therefore, of much current interest.

The association's executive committee of 27 was in session all of yesterday and a part of today to perfect plans of organization. To a subcommittee was relegated the task of drawing up a constitution and by-laws. This committee is to meet at Atlanta February 7 and formally adopt and send to the country these instruments. There are to be precinct meetings in every cotton-growing State and Territory February 11, when an organization will be effected and delegates will be selected to a county or parish meeting to be held February 16. An organization effected here, delegates will be chosen to a State or Territory meeting to be held at each capital February 21, and there delegates will be chosen to a meeting of the supreme organization, to be held at Asheville, N. C., August 15.

Harvie Jordan of Monticello, Ga., who organized the Southern Cotton Planters' Association some years ago, and has been at the head of each succeeding movement, was named as president of the supreme association after a prolonged fight in committee, and Col. E. S. Peters of Texas, who is at the head of the recently-organized National Cotton Association, was made vice-president, in the evident hope that his organization, which was previously organized to fight the boll-weevil, but has now branched out on lines similar to those of the Southern Cotton Association, might merge his association with the newer one. Just what proportion of friction and harmony will develop remains to be seen. As the boll-weevil received scant attention at this convention, his very name having hardly been mentioned once, it may be that the Peters organization may return to a more specialized consideration of that pest as time goes on and the boll-weevil season approaches. For the present, however, the Peters organization is preaching reduced acreage and diversification, and as its machinery is in operation, it is proposed to continue it on present lines for some time—at least till the

Jordan association is in working shape. Oswald Wilson, secretary of the Peters organization, has been sending out pledges for planters to sign as to reduction of acreage and use of fertilizers. He states that he has already received reports from 400 of the 812 cotton-raising counties, and that 400,000 planters have signed his association's pledge, agreeing to cut down 20, 30, 50, and in some cases 100 per cent. of cotton acreage.

Of the Southern Cotton Association R. W. Cheatham, now of Vicksburg, was made secretary at a salary of \$2500, and J. W. Latham of Dublin, Texas, treasurer, also at a salary of \$2500. President Jordan's salary was fixed at \$5000, and Vice-President Peters' at \$3000. The headquarters of the association will be at the home of Mr. Jordan, Monticello, Ga. It will be necessary for the secretary to remove to that point.

Whatever fate befalls the attempts to effect a permanent organization along the ambitious lines laid down, it would seem that enough unanimity and determination have developed and sufficient momentum has been acquired to carry through the main points agreed on at this convention. Not only is it deemed that the self-interest and the honor of the participating planters are involved, but there are collateral interests engaged in the movement, such as the bankers and the merchants. A representative meeting of bankers from all over the South was held in New Orleans during the cotton convention, and they agreed to finance the surplus crop in the planters' hands, provided a reduction in acreage and fertilizers amounting to at least 25 per cent. is effected. Being in a position to more than advise against a large acreage, the banker thus operates as an additional check against a violation of the reduction agreement.

Of the vast volume of other measures considered by the convention, that of warehousing was among the most important. The convention listened to an address by E. K. Sumerwell of New York, who, as attorney for the National Warehousemen's Association, has given many years of study to the subject of warehousing, and who suggested a system of local and central warehouse companies which would provide at cotton centers warehouses of standard construction, with automatic sprinklers, commanding insurance at one-eighth of 1 per cent., and which would issue simply warehouse receipts with a surrender provision, which would enable the cotton to remain in the South till wanted for consumption, while the receipt could be used as collateral for loans in Bremen or other cotton-dealing centers of Europe where money is cheap. J. T. Dargan of Atlanta, an insurance expert, presented a paper on warehousing and insurance, in which he advocated the D. A. Tompkins plan, recently printed in the Manufacturers' Record, with some modifications, chiefly designed to do away with middlemen. Then the subcommittee on warehousing wrestled long with a definite plan, and finally presented to the convention a majority report recommending the so-called Waco plan, which provided for local and central organizations and the construction of a warehouse of galvanized-iron sides and ruberoid roofing at any place where 1000 bales of cotton might be stored. A minority report declared against such a system, C. H. McCall of Georgia, leader of the opposition, even saying on the floor of the convention:

"You will all be ashamed of it when you read it. The adoption of such a plan would make us ridiculous. It was log-rolled all the way through the committee by a lawyer from Texas. He is not a farmer, and doesn't know anything about warehouses. The idea of having sheds for



warehouses is absurd. We want brick warehouses that will give us protection and that we can carry insurance on."

Mr. McCall then moved that every part of the committee's report except that which called for a meeting of 13 designated delegates called for March 13 at New Orleans to perfect plans for a general warehouse system be laid on the table, and on a call of the States the motion prevailed.

As there is nothing more binding on the 13 committeemen named than this desire of the convention, it remains to be seen whether they will take up the work. Many of them were not present at the convention. This is the committee names: W. P. G. Harding, Birmingham, Ala.; W. H. Whyte, Arkansas; Henry Robinson, Jacksonville, Fla.; Harvie Jordan, Monticello, Ga.; Gunby Jordan, Columbus, Ga.; Peter Youree, Shreveport, La.; L. B. Irvin, Oklahoma; J. A. Brown, Chadbourn, N. C.; Leroy Springs, Lancaster, S. C.; T. C. Long, Jackson, Tenn.; Royal H. Ferris, Dallas, Texas; N. C. Murray, Kingston, Texas, and G. W. York, Indianapolis, I. T.

Some of the resolutions passed are not likely to be heard of any more; others may have far more significance than appeared on the surface. One such was the resolution to form a pool of 2,000,000 bales to be retired from the market until September. It is announced by the New Orleans newspapers that W. P. Brown and Frank B. Hayne are prepared to assist in seeing this provision carried out, and have been in negotiation with the executive committee on the subject.

The government reports on the condition of cotton were commended, and the convention favored measures for extending the scope of these reports and their greater frequency, so that ginners' reports may be furnished twice a month during September, October, November and December.

ALBERT PHENIS.

### To Enlarge Steel Plant.

It is reported that the Alabama Steel & Wire Co. of Gadsden, Ala., will enlarge the output of its steel plant by the building of an additional unit in its open-hearth department. An increased capacity to 400 tons daily will be secured, and it is said the improvements will be completed in 30 days. The company has been using its steel product at the wire-rod and nail mills in Ensley, but the output of 400 tons will enable it to market to the trade a surplus of 100 to 125 tons of steel.

### Trade With Cayenne.

A. F. Cochod of Cayenne, French Guiana, South America, writes to the Manufacturers' Record that there is a large demand for American manufactures in Guiana and in the Amazon country, and that he has established himself at Cayenne to represent American firms. He adds that a letter from him published in the Manufacturers' Record some months ago has brought him correspondence of a satisfactory character.

Figures collected by construction news show that in 28 of the largest cities of the country the values represented in building permits granted in 1904 was \$384,282,374, an increase over 1903 of \$57,342,336, or 18 per cent. Of Southern cities, Memphis shows an increase of 88 per cent, and Atlanta an increase of 33 per cent.

Mr. T. Edward Hambleton, it is announced, has retired from the firm of Hambleton & Co., bankers, of Baltimore, having decided to give up active business. The firm will be continued by the other partners, Messrs. Frank S. Hambleton, John M. Nelson and J. Henry Cook.

## RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### NEW EQUIPMENT.

**Chesapeake & Ohio Railway Orders 500 Steel Gondolas and 20 Engines.**

Mr. C. E. Doyle, general manager of the Chesapeake & Ohio Railway, writes from Richmond, Va., to the Manufacturers' Record saying that contracts have been made with the Pressed Steel Car Co. of Pittsburg, Pa., for 500 steel hopper-bottom gondola cars of 50 tons capacity each; also that a contract has been made with the American Locomotive Co. for 12 consolidation and eight switching engines to be built at its Richmond (Va.) plant. A description of this equipment is as follows:

Hopper-bottom gondolas—Capacity, 100,000 pounds; length inside, 30 feet 5 inches; width inside, 9 feet 6 inches; height inside, 4 feet 2 inches; body, all metal; trucks, all metal arch bars; bolsters, 250 cars, Pressed Steel; bolsters, 250 cars, Simplex; brake shoes, Corning brakes, Westinghouse couplers, Climax draft rigging, Miner journal boxes, cast-iron M. C. B. springs, M. C. B. D. Wheels, Pennsylvania Car Wheel Co.

Consolidation engines—Gauge, 4 feet 9 inches; type, 2.8.0. simple; weight on drivers, 167,500 pounds; total weight, 186,500 pounds; cylinders, 22x28 inches; diameter of drivers, 56 inches; diameter of wheel centers, 50 inches; steam pressure, 200 pounds; number of tubes, 370; tubes, 2 inches by 14 feet 9 inches; length fire-box, 90 inches; width, 75 inches; tank capacity, water, 6000 gallons; tank capacity, coal, 10 tons; Westinghouse air-brakes.

Switching engines—Gauge, 4 feet 9 inches; type, 0.6.0. simple; weight on drivers, 140,000 pounds; total weight, 140,000 pounds; cylinders, 20x28 inches; diameter of drivers, 56 inches; diameter of wheel centers, 50 inches; steam pressure, 180 pounds; number tubes, 212; tubes, 2 inches by 14 feet 9 inches; length fire-box, 67 inches; width fire-box, 63 inches; tank capacity, water, 5000 gallons; tank capacity, coal, 7 tons; Westinghouse air-brakes.

### GALVESTON TERMINALS.

**Southern Pacific Will, It Is Reported, Build More Tracks and Docks.**

The Southern Pacific Railway proposes to build additional trackage at its Galveston terminals. Charles Clark & Co., contractors, have just completed a two months' job of filling in three or four acres of low land adjoining the improved property of the Southern Pacific Terminal Co. To fill in this tract about 200,000 cubic yards of material have, it is said, been pumped. While the surface of this reclaimed land is to be used for trackage, it is said that the purpose of the company is to build new docks on the water-front.

Up to the present time the Southern Pacific Railway, it is reported, has expended more than \$2,000,000 on its Galveston terminal, and it is stated that at present 16 large steamers can be handled and more than 400 cars loaded or unloaded at the same time, yet considerable additions are proposed to meet the demands of trade. Several years ago the company purchased 203 acres of land having a frontage of 3300 feet, or about three-fifths of a mile, on Galveston bay, and extending back from the bay front for a distance of half a mile to nearly one mile, adjoining on the west the property of the Galveston Wharf Co. According to the reported plans for these wharves, it is contemplated to build six or seven piers, although thus far the construction of only two has been undertaken,

one of which is said to be the largest in the world.

In front of the piers a basin 700 feet wide has been constructed with a depth of 25 feet of water, the same depth being provided in the slips. There is also a 25-foot channel 300 feet wide from the basin to the ship channel through the harbor. A bulkhead 24 feet long protects the channel from shoaling.

### RAILROADS AND BOATS.

**Maryland, Delaware & Virginia Railway Co. Is for a Merger.**

The Queen Anne's Railroad, extending from Love Point, Md., to Lewes, Del., 72 miles, with a five-mile branch to Centerville, Md., has been sold at receiver's sale and purchased for \$480,000 in the interest of the Maryland, Delaware & Virginia Railway Co., which is a new corporation that is to merge the Queen Anne's Railroad, the Weems Line of steamers and the Chester River Steamboat Co. The railroad is subject to a first mortgage of \$330,000. The Queen Anne's also has a steamboat line from Baltimore to Love Point.

In connection with this transaction, it is announced that the Baltimore, Chesapeake & Atlantic Railway Co. will control the Maryland, Delaware & Virginia Railway Co. by a majority of stock received in return for an endorsement of bonds. The financial plan of the new company provides for \$2,000,000 of 5 per cent. 50-year bonds, \$1,500,000 of preferred stock and \$1,500,000 of common stock. The directors of the company are Nicholas P. Bond, H. P. Scott, Archibald H. Taylor, Ralph Robinson, Andrew C. Gray, Harlan G. Scott, H. L. Fulenwider, Edward Duffy, Edward P. Hill, Edward P. Keech, Albert J. Benjamin, Wm. L. Rothstein and John S. Gibbs.

The completion of this organization will place nearly all of the Chesapeake bay steamboat trade under the control of the Pennsylvania Railroad Co., Mr. S. M. Prevost, third vice-president of the Pennsylvania, being president of the Baltimore, Chesapeake & Atlantic Railway, which will control the Maryland, Delaware & Virginia Railway, and it is also understood that he will become president of the latter.

### A NEW LUMBER LINE.

**New Orleans Great Northern to Take Over the East Louisiana.**

The New Orleans Great Northern Railroad Co. has, it is reported, filed a charter and proposes to take over the East Louisiana Railroad and to build or otherwise acquire a railroad from Slidell, La., through St. Tammany and Washington parishes, and to connect with another railroad between Slidell and New Orleans or else to build and operate such a line. The directors of the company are as follows: F. H. Goodyear, president; C. W. Goodyear, vice-president; C. J. James, secretary; N. G. Pearsoll, manager; M. E. Olmstead, James D. Lacey and E. H. Farrar. These gentlemen are all interested in the East Louisiana Railroad, which extends from Pearl River to Covington, La., 24 miles, with a branch of 12 miles from Mandeville Junction to Mandeville.

The Great Southern Railway Construction Co. has also filed a charter and is to build the new line. Its officers are Victor Thrane of the timber firm of James D. Lacey & Co. of New Orleans, president; W. P. Huey, vice-president; E. J. Stockle, secretary. The Great Southern Lumber Co. is also a stockholder.

The gentlemen principally interested in these enterprises are also said to control the Great Southern Lumber Co., which has headquarters at Buffalo, N. Y., and

Harrisburg, Pa. This company has several hundred thousand acres of timber land in St. Tammany and Washington parishes, and lately purchased the East Louisiana Railroad, with 60,000 acres of land, from the Poitevant & Favre Lumber Co.

### Dover & South Bound.

Mr. D. W. Richardson, general manager of the Goldsboro Lumber Co., writes from Dover, N. C., to the Manufacturers' Record that a charter has just been secured from the legislature for the Dover & South Bound Railroad Co. to run from Kinston, N. C., to Swansboro, N. C. The Dover & South Bound is now operating 25 miles of line from Dover to Richlands, N. C., and this will be part of the proposed route. The entire road when completed will be about 55 miles long.

To reach Kinston it will be necessary to build a branch from a point southwest of Dover northwesterly for several miles, while the extension to Swansboro will be from Richlands. Connection will be made with the Atlantic Coast Line at Kinston, and also at some point between Newbern and Jacksonville, N. C. Connection with the Atlantic & North Carolina Railroad will be made at Dover.

Mr. Richardson says that it cannot now be stated when the road will be completed, but its construction will be carried on by the company's forces. The territory through which it will run is a fine farming section, although the region also contains well-timbered lands. With the expenditure of a little money by the government at Bogue Inlet, near Swansboro, one of the best harbors in North Carolina could be provided. The completion of the Dover & South Bound Railroad will afford lumber enterprises along its line to make their water shipments via Swansboro instead of via Newbern. It will also provide a means for mills at Swansboro to ship their best grades of lumber via rail to Northern markets.

### Official Changes.

Mr. Thomas Fitzgerald has been appointed general manager of the Baltimore & Ohio Railroad to succeed Mr. C. S. Sims, resigned. Mr. Fitzgerald has been for several years general superintendent of the Baltimore & Ohio east of the Ohio river, and has spent his entire business life with the company, having entered its service nearly 40 years ago. To succeed Mr. Fitzgerald as general superintendent Mr. C. C. F. Bent, superintendent of the Philadelphia division, has been appointed. Mr. Sims became general manager of the Baltimore & Ohio in the summer of 1903, having previously been general superintendent for the company at New York, where he was also vice-president of the Staten Island Rapid Transit Railway. Prior to his entering the Baltimore & Ohio service in 1902 he was superintendent of the Pennsylvania Railroad at Chicago.

### GOULD'S LINE TO THE BAY.

**Construction of New Electric Railway to Begin Immediately.**

The Supreme Court of Virginia having decided that the plans of the Richmond & Chesapeake Beach Railroad Co. are not in conflict with the law that prevents the Richmond, Fredericksburg & Potomac Railroad from being paralleled, the State corporation commission has issued a charter to the new company, the president of which is Frank J. Gould, and which proposes to build a line of electric railway between Richmond and Ashland, Va. The road will be further extended to the Chesapeake bay, as heretofore described. It is stated that construction will begin immediately. A number of

those interested in the company, including Mr. Gould, are also interested in the Virginia Passenger & Power Co. of Richmond.

### Large Expenditures for Improvements

A report from Birmingham, Ala., says that the Birmingham Railway, Light & Power Co. will spend several hundred thousand dollars upon construction during this year. Coal-storage bins, coal-hauling apparatus and mechanical stokers will be installed at the power-house. The gas mains are to be extended, a viaduct, a terminal station and a freight-house are to be built at Bessemer, the line between Powderly and Bessemer will be relaid with 70-pound rails, 10 new motor cars and several trail cars will be purchased, besides a freight motor car and several freight box cars. Considerable reconstruction will also be done upon the electric-light wires.

### Western Maryland to Cumberland.

All legal difficulties have, it is announced, been settled concerning the use of the berme bank of the Chesapeake & Ohio canal at certain points for the construction of the Cumberland extension of the Western Maryland Railroad (Wabash system). This settlement was reached with the trustees of the canal bondholders, one of the trustees being Mr. Hugh L. Bond, general attorney of the Baltimore & Ohio Railroad. For the rights granted the Western Maryland pays \$500,000. This having removed the last legal obstacle to the building of the Cumberland extension, it is expected that the new line will be completed some time next summer.

### Kansas, Oklahoma, Texas & Gulf.

The Kansas, Oklahoma, Texas & Gulf Railroad Co. has been incorporated to build a line about 450 miles long. It will run from a point on the Missouri, Kansas & Texas Railway at Coffeyville, Kan., southwest through Indian Territory and Oklahoma to connect with the Fort Worth & Denver City Railway in the southwestern part of Collinsworth county, Texas. The incorporators are James H. Hunter and W. E. Minton of Kansas City, W. S. Whittinghill of Enid, O. T., and Thomas L. Eggleston of Granite, O. T. The company will have headquarters at New York, Kansas City and Granite; capital \$10,000,000.

### Trackless Trolley Plan.

A report from Richmond, Va., says that the Trackless Trolley Co. has just been incorporated at Boston, Mass., and is arranging to secure rights of way to establish a line of coaches run by the trolley system between Richmond and Fair Oaks battlefield, five miles. Manager Fulton of Fulton Park is said to be interested.

The plan of this company, it is stated, is to have motor omnibuses operated with trolleys the same as street cars. Under this system it is claimed to be possible to operate trains of three coaches, each holding 60 persons.

### Clarksburg to Grafton.

The West Fork & Valley River Railroad Co. has been chartered to build a railroad from Clarksburg to Grafton, W. Va., about 20 miles. The incorporators are Gordon B. Late, H. F. Armstrong, C. H. Warner of Bridgeport, Harrison county, West Virginia; R. G. Altizer and Philip Steplae of Clarksburg, W. Va.

### A Municipal Electric Railway.

Mayor Forsythe and the traction committee of the city council of Monroe, La., are reported to have made a contract with H. S. Doyle, manager of the Western Electrical Co. of St. Louis, for the latter

to build and equip the electric street railway which the city is to own and operate. The line will be seven miles long.

### Georgia-Built Locomotives.

The Glover Machine Works of Marietta, Ga., will, it is reported, soon make a shipment of two locomotives of its own manufacture to Mexico via the port of Mobile. The company, it is further said, expects to sell a good many engines in Mexico and Cuba, as they are adapted to hauling on plantations. The two locomotives now being sent out are for the Mexican & American Sugar Co. of Tlacoatepec, in the State of Vera Cruz. They are of the six-wheel connected pattern, with cylinders 10x16 inches.

### San Marcos to Luling.

The San Marcos Valley Interurban Railway Co. has been organized to build the proposed electric railway from San Marcos to Luling, Texas, about 30 miles. The officers are: President, A. L. Davis, San Marcos; first vice-president, Joe Jennings, Martindale; second vice-president, A. R. Lipscomb, Luling; treasurer, J. T. Blanks, San Marcos; secretary, B. G. Neighbors. A survey is to begin immediately.

### Kansas, Oklahoma & Poteau.

The incorporators of the Kansas, Oklahoma & Poteau Railroad Co. of Guthrie, O. T., are J. W. McNeal, M. Luther West and T. J. Lowe of Guthrie, Frank M. Daley of Nevada, Mo.; R. A. Bowden, C. G. Ritchey, L. C. Booth and O. B. Francis of Sapulpa, I. T.; J. P. Berry of Pawnee. The line is to be built in from Guthrie, O. T., to Wagoner, I. T., with a branch to Poteau, I. T.

### Railroad Notes.

It is reported from Atlanta that the new union depot there will be opened in March.

The Western Steel Car & Foundry Co., according to a dispatch from Anniston, Ala., will build 1400 freight cars at its plant there, most of them for the Southern Railway.

The grading contract for the new union depot at Meridian, Miss., is reported let to Hard & Son, and work is to begin immediately under the supervision of J. M. T. Hamilton, engineer.

The Norfolk & Western Railway is reported to have begun the operation of some of its passenger trains over the new cut-off between Naugatuck and Kenova, W. Va. The line has for some time been used for freight.

Mr. Chester Jones writes from Durant, Miss., to the Manufacturers' Record that a company is being organized and preliminary reports are being prepared for the proposed electric railway to connect Durant and Lexington, Miss.

A dispatch from Marietta, Ga., says that construction is progressing on the electric railway which is to connect that place with the city of Atlanta, and it is expected that the line will be finished by April 1. Tracks have been laid to Smyrna, about five miles from Marietta.

Mr. George Dole Wadley, vice-president and general manager of the Atlantic & Birmingham Railway, writes from Waycross, Ga., to the Manufacturers' Record that he is engaged in securing rights of way for the proposed extension to Birmingham, Ala.

The Missouri Pacific Railway has, it is reported, awarded a contract for 50 simple consolidation locomotives to the Baldwin Locomotive Works of Philadelphia. The engines will weigh 200,500 pounds each and the drivers will be five feet three inches in diameter.

Mr. J. N. Pidcock, Jr., president and general manager of the Georgia Northern Railway, writes from Moultrie, Ga., to the Manufacturers' Record regarding the projected extension to Valdosta, and saying that there is nothing definite at this time about the proposition.

Mr. T. R. Thompson has been appointed commercial agent of the Seaboard Air Line at Kansas City, Mo., and Mr. C. P. Pitchford has been appointed commercial agent at Atlanta, Ga., to succeed Mr. Thompson. Mr. C. S. Allen, Jr., has been appointed soliciting freight agent at Atlanta, succeeding Mr. Pitchford.

The Pascagoula Street Railway & Power Co. of Pascagoula, Miss., is reported to be building a large electric car for summer use. It will be 50 feet long, and will seat 100 passengers. It will have two motors of 50 horse-power each, and be able to run 30 miles an hour. The car will be built at the company's shops at Pascagoula.

The St. Louis & San Francisco Railroad will, it is announced, issue \$4,500,000 of 4½ per cent. notes, which will be used for the acquirement of the Arkansas Valley & Western Railroad, which was completed last spring in the interest of the Frisco system. The line is 176 miles long from Red Fork, I. T., via Enid, O. T., to Avard, O. T.

Concerning the report that the company was considering plans to build from Brownsville, Texas, to Tampico, Mexico, Mr. W. P. Homan, chief engineer of the St. Louis, Brownsville & Mexico Railway, writes from Corpus Christi, Texas, to the Manufacturers' Record that his department is not advised of any such contemplated extension.

Mr. J. H. Rettew, general superintendent of the Greenville Traction Co., writes from Greenville, S. C., to the Manufacturers' Record that the extension to the company's system has been started and that all the materials of every description are on hand. The extension will be three and one-half miles long, and will reach a pleasure park.

The Louisiana & Arkansas Railway reports through Fisk & Robinson of New York for December gross earnings, 1904, \$67,662; 1903, \$48,039; operating expenses and taxes, 1904, \$43,601; 1903, \$40,378; net earnings, 1904, \$24,061; 1903, \$7661. For six months ended December 31, gross earnings, 1904, \$408,804; 1903, \$312,887; net earnings, 1904, \$160,237; 1903, \$65,016.

The stockholders of the Atchison, Topeka & Santa Fe Railway have approved the issue of \$50,000,000 of bonds at 4 per cent. Much of this amount is to be used for new construction, including the proposed line to shorten the distance between Kansas points and New Mexico. This route will be through Oklahoma and the Texas Panhandle. Terminals at Kansas City, Chicago and other points are also to be improved.

Several months ago it was announced that A. L. Bain of Greensboro, N. C., proposed organizing a company to build a cotton mill of 10,000 spindles. No definite arrangements have since been made, although it is likely that the company will be organized later. The present condition of cotton and cotton goods will delay the project for future consideration.

Hosiery-yarn spinners formed a temporary organization last week at Atlanta with L. D. Tyson of Knoxville, president, and W. A. Robinson of Anderson, Ala., secretary. They are to meet this week at Charlotte, N. C., for permanent organization.

It is announced that the North German Lloyd Steamship Co. will give direct service between Galveston and Bremen.

## PHOSPHATES

### Liberality With Fertilizers.

Mr. Frank E. Taylor, general manager of the Ashepool Fertilizer Co., expresses the opinion in an interview in the Charleston News and Courier that the amount of fertilizer used in the South this year would not show a greater decrease than 5 or 10 per cent. under that of last year, provided the South determines to become self-sustaining and to raise its food crops. He said:

"In order to produce the best results and to provide for the possibility of an average crop year in 1905, the tendency on the part of all farmers should be to increase the application of fertilizers on the acreage planted. This would not apply only to cotton, but also to the provision crops, for when the acreage of the cotton crop, which is the money crop, is reduced, it would seem to be a matter of very great importance that the farmer should see to it that as far as possible he should increase the yield of his provision crops, and in order to do this in the wisest manner he ought to increase not only the acreage of his food crops, but should necessarily make a larger application of fertilizers to the acre on the food crops than he did in 1904. On a decreased acreage of cotton it seems self-evident that the farmer should apply more fertilizers in 1905 to the acre than he did in 1904, in order not only to provide against the possibility of a poor crop year, but to reduce the cost of producing cotton by obtaining a much larger increased yield to the acre."

This view is reinforced in a pamphlet in which Mr. Martin V. Calvin has republished from the Augusta (Ga.) Chronicle a paper by him outlining his policy as to the cotton crop of 1905-1906. Mr. Calvin, who is secretary of the Georgia State Agricultural Society, emphasizes in his paper the prime importance of reducing the cost of production while reducing the acreage, urges the use of fewer mules, the use intelligently and with an open hand of fertilizers rich in food adapted to the plant which it is proposed to cultivate, and diversification of crops.

### Phosphate and Fertilizer Notes.

It is expected that the new fertilizer factory built by McClosky & Whitman at Boaz, Ala., will be turning out fertilizer in time for the spring trade.

The Cloverine Fertilizer Co. has let a contract for the erection of a mixing plant at Mt. Pleasant, Tenn. The Central Phosphate Co. of Mt. Pleasant, Tenn., has orders for 65,000 tons of phosphate rock, and expects to ship 100,000 tons this year.

The Adams Knitting Mills of Gadsden, Ala., has awarded contract for the erection of a building 40 feet square which will be equipped with machinery for bleaching the material which the company uses in making ladies' undervests. This enterprise was established in December, beginning to manufacture with 10 knitting machines. It was reported at the time in these columns. About \$10,000 is invested.

It is proposed to organize a \$150,000 stock company at Sulphur Springs, Texas, for the erection of a cotton factory of 10,000 spindles. The plan is to interest the cotton-growers of the country surrounding Sulphur Springs and pool 3000 bales of cotton as their subscription to stock of the company. The Business League is promoting the enterprise.

The Wm. J. Hooper Manufacturing Co., Mt. Holly, N. C., has awarded contract to the Lowell Machine Shops of Lowell, Mass., for additional machinery.



## TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

## Manufacturing Textile Mill Supplies.

One of the leading manufacturing enterprises of Charlotte, N. C., is the Southern Card Clothing & Reed Co., maker of cotton and woolen mill supplies. This company has found it necessary to obtain additional capital in order to take care of its rapidly-growing trade, and has reorganized, at the same time increasing capital stock from \$10,000 to \$20,000. It has ordered machinery for doubling the capacity of the reed department, and will add plow-grinding machinery to the card-clothing department. Correspondence is now invited regarding the purchase of this plow-grinding machinery. The Southern Company will manufacture card clothing for cotton and woolen mills, loom reeds, slasher combs and various other mill supplies. It at present produces \$50,000 worth of various clothing, and the reed plant will produce \$20,000 worth of goods when the additional machinery is installed.

## The Davis Hosiery Mills.

The Davis Hosiery Mills of Chattanooga, Tenn., has completed its plant and begun operations. Its building is two stories high, 80x200 feet (which is 100 feet longer than was at first announced), containing 130 knitting machines and complement of ribbers. The daily production will be 750 dozen pairs of misses' and boys' ribbed hosiery. When the Manufacturers' Record reported this company last July, when organization was effected, no decision had been made as to the number of knitting machines. About 120 persons are employed. C. Q. Adams prepared the plans and specifications for the building, and John Heibeck was the contractor. The company has a capital of \$75,000. G. H. Miller is president; R. S. Faxon, vice-president, and W. B. Davis, secretary-treasurer and manager.

## The Selma Cotton Mills.

In October last the Manufacturers' Record referred to the progress being made on the construction of the Selma Cotton Mills of Selma, N. C., which company had been reported previously. The company's buildings are now completed and the machinery is being installed with a view to beginning to manufacture yarns within 30 days. Main building is 75x236 feet, one story high; engine-room, 40x40 feet; boiler-room, 40x40 feet. The equipment of machinery will be 5280 spindles with the accompanying cards, lappers, winders, etc., for the production of No. 22 hosiery yarns. N. E. Edgerton is president; M. C. Winston, vice-president, and R. B. Whitley, secretary-treasurer-general manager; capital stock, \$100,000.

## The Clifton Mills Resume.

It is interesting to note that the Clifton Manufacturing Co. of Clifton, S. C., has begun grinding cards in its No. 3 mill, and soon the 35,000 spindles and 1050 looms will be in operation producing cotton cloths. This company was one of those which had its plant greatly damaged in the Pacolet river flood of June, 1903. In repairing mills Nos. 1 and 2 about \$75,000 is the expenditure, while about \$600,000 is the cost of replacing No. 3 mill. Both steam and electric power will be used.

Messrs. T. C. Thompson & Bros. of Birmingham, Ala., erected the No. 3 mill building at a cost of \$110,000.

## The Centaur Knitting Co.

In December the Manufacturers' Record reported the organization of the Centaur Knitting Co. of High Point, N. C., its purpose being to establish a knitting mill. The company has now completed the erection of a two-story building 90x100 feet and purchased machinery for a daily output of 600 dozen pairs of ladies' seamless cotton hose. Manufacturing will begin with half that output. Electric power will be furnished by the High Point Electric Power Co. The Centaur Knitting Co. is composed of New York capitalists, and has a paid-in capital of \$25,000, with \$125,000 authorized.

## The Webster Woolen Mills.

Last month the Manufacturers' Record reported the incorporation of the Webster Woolen Mills Co. of Grafton, W. Va., with a capital stock of \$25,000. This company acquires an established plant which has been idle, and will install new machinery, besides making other general improvements. It has effected permanent organization with the election of the following officers: President, B. F. Sayre; vice-president, A. Hood Phillips; secretary, B. F. Bailey, and treasurer, George L. Jolliffe. Manufacturing woolen goods will begin about April 1.

## Doubling Hampton (Ga.) Mill.

The Hampton Cotton Mills of Hampton, Ga., is proceeding with the installation of machinery that will about double its plant. Last spring the company was reported in this column as having contracted for the improvements. Contracts were placed for the erection of a 75x120-foot addition to the mill building and for 3116 spindles, 20 cards, three winders of 100 drums each, etc., to be furnished by the Lowell Machine Shop of Lowell, Mass. The Hampton company increased capital from \$50,000 to \$100,000 in order to provide the capital required.

## The Wiscasset Addition.

Reference was made last week to the Wiscasset Mills Co. of Albemarle, N. C., as having arranged for the erection of an additional mill building, 125x175 feet in size. In this building the company will have 44,000 square feet of floor space available, and will install a full equipment of textile machinery. The exact number of spindles to be put in position has not been stated. All contracts have been decided. The new mill will be operated by electricity. There are 21,000 ring spindles in the present plant.

## The Irene Mills.

The Irene Mills of Gaffney, S. C., recently reported incorporated with a capital stock of \$50,000, has secured a suitable building and will at once install the necessary machinery for manufacturing damask tablecloths. Carding, spinning and weaving machinery will be put in position, and by April 1 the company expects to begin operations and employ 100 persons to start with. The machinery has been purchased. Messrs. H. D. Wheat and W. G. Hayes are the incorporators of the company.

## The Mecklenburg Cotton Mills.

The Mecklenburg Cotton Mills, Charlotte, N. C., is now completing its plant, and will soon begin to manufacture. The company was organized in 1903, and has erected a two-story mill building 110x180 feet in size. It is reported the building will be equipped with 15,000 spindles and 450 looms for the production of cloth. This will represent a capitalization of

\$300,000. When the company first announced its purposes it was the intention to install only 6500 spindles and no looms.

## The Ellawhite Cotton Mills.

The Ellawhite Cotton Mills of Uniontown, Ala., has increased its capital stock from \$100,000 to \$175,000 for the purpose of doubling its plant, according to a recent decision of the stockholders. Immediate arrangements will be made for installing the required machinery, so that the desired increase in output will soon be obtained. There are 5200 spindles in the mill at present, and the product is yarns.

## Cordage Mill Contemplated.

The Manufacturers' Record is advised that George F. Rather and associates of Aberdeen, Miss., contemplate establishing a plant for the manufacture of cotton cordage and rope. Mr. Rather is now inviting makers of the necessary machinery to send him estimates on equipments of different capacity, together with other data that will assist him in completing arrangements for the enterprise.

## The Athens Knitting Mills.

H. Smith, recently reported as to establish a knitting mill, has leased a building at Athens, Ala., and will install 25 knitting machines for a daily capacity of 300 dozen pairs—all weights in 84-needle mixed colored hosiery. He will invest \$10,000. The Athens Knitting Mills is the title of the enterprise.

## Makers of Wick Yarns.

The Frand S. De Ronde Company of 46 Cliff street, New York, wants names and addresses of manufacturers of wick yarns. This inquiry contains the basis for future business for Southern mill companies which can supply the product named.

## Textile Notes.

J. F. McAfee of the Topeka Woolen Mills, Topeka, Kan., will organize a company to establish a woolen mill in Kansas City, Mo. He has purchased the required machinery, and all the other details are now being arranged.

D. James Winn has leased and will continue the operation of the Sumter Cotton Mills at Sumter, S. C. This plant has 4100 spindles and manufactures cotton yarn in skeins 10 and 12, two and three ply. Singleton Bradford is superintendent.

Messrs. E. H. Bowling, J. E. Bowling and N. M. Greenhill have purchased the Stone Hosiery Mills, which recently incorporated with capital stock of \$50,000 and was mentioned last week as establishing plant at Durham, N. C. The new management will add new machinery.

## QUOTATIONS OF COTTON YARNS.

By Paulson, Linkroom & Co., New York, Philadelphia and Chicago. January 31.

No. 10s-1 and 12s-1 warps.....	14 @ 14%
No. 14s-1 warps.....	15 @
No. 16s-1 warps.....	15 1/2 @
No. 20s-1 warps.....	16 @
No. 22s-1 warps.....	16 1/2 @
No. 26s-1 warps.....	17 @
No. 36s-1 warps.....	17 1/2 @
No. 48s-1 warps.....	18 @
No. 12s-1 1/2 yarn.....	14 1/2 @
No. 14s-1 1/2 yarn.....	15 @
No. 16s-1 1/2 yarn.....	15 1/2 @
No. 20s-1 1/2 yarn.....	16 @
No. 22s-1 1/2 yarn.....	16 1/2 @
No. 26s-1 1/2 yarn.....	17 @
No. 36s-2 ply soft yarn.....	14 @ 14%
No. 10s-2 ply soft yarn.....	15 @
No. 12s-2 ply hard.....	14 @
No. 14s-2 ply.....	15 @
No. 16s-2 ply.....	15 1/2 @
No. 20s-2 ply.....	16 @
No. 22s-2 ply.....	16 1/2 @
No. 26s-2 ply.....	17 @
No. 36s-2 ply yarn.....	17 1/2 @
No. 48s-2 ply.....	18 @
No. 5s-3, 4 and 5 ply.....	14 @
No. 20s-3 ply chain warps.....	16 @
No. 24s-2 ply chain warps.....	17 1/2 @
No. 26s-2 ply chain warps.....	18 @
No. 30s-2 ply chain warps.....	18 1/2 @ 19
No. 16s-3 ply.....	16 @
No. 20s-3 ply.....	16 1/2 @
No. 26s-3 ply.....	17 1/2 @

## LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

## Southern Lumbermen.

At the annual meeting last week at New Orleans of the Southern Lumber Manufacturers' Association Mr. R. A. Long of Kansas City, Mo., was elected president; Mr. John L. Kaul of Birmingham, vice-president; Mr. A. J. Niemeyer of St. Louis, treasurer; Mr. George K. Smith of St. Louis, secretary, and Messrs. F. H. Farwell of Orange, Texas; N. H. Clapp, Jr., of Warren, Ark.; H. H. Wheeliss of Alden Bridge, La.; D. H. Marbury of Marbury, Ala.; H. H. Tift of Tifton, Ga.; I. C. Enochs of Jackson, Miss.; J. H. Berkshire of Winona, Mo., and B. F. Camp of White Springs, Fla., vice-presidents for States. President Long in his annual address said that while he did not lay the same stress on the consumption of the forest as does President Roosevelt, he was of the belief that with the entire consumption of the forests some substitute would be found. But he added:

"I regard the raw material which we are supplying as being so very different from the raw material applying to any of the more important manufactured products that we ought to consider it in a different way or give more weight to its probable value a few years hence than we now give it, for should this view be taken I am satisfied we would also give greater consideration to its present value. In determining the value of coal, the metals, and I might say of all the products that are covered by Mother Earth, we can only with safety figure on the matter of immediate supply and demand. To illustrate: While the amount of coal uncovered or in sight today might show in sufficient quantities only to supply the nation for, we will say, 50 years, yet tomorrow, next day or next week other discoveries might and doubtless will be made that will probably continue to supply the requirements of the nation for hundreds of years to come. The same applies to all other raw materials that are factors in the prominent industries of today except that of timber. It stands above ground; it is not a difficult proposition to estimate carefully the amount of lumber it will produce. On the one side we find the population of the country, backed up by its immense wealth; with a rapid accumulation of both people and money, growing industries, etc., as set forth in the figures just related. On the other side, coming up the same line, we find the timber resources of this country. At the close of each year timber retreating, men and capital advancing, and in both cases at a rapid rate. The line at which they met 10 years ago has been pressed forward at an increasingly rapid rate, wiping out nearly the entire Northern and Eastern forests, making wonderful inroads on the Southern forests and not by any means a stranger in the forests on the Western slope. Another 10 years will show the advanced line of men and money forging its way well through the South, the retreating line being beyond the States of Georgia, Alabama, Arkansas, Missouri, Florida, North Carolina and Virginia; beyond the middle portion of the States of Texas, Louisiana and Mississippi, and having made its mark very distinctly in the forests of California, Oregon and Washington. If within another 10 years this condition shall apply, is it not fair to presume that the timber then standing in the South will bring at least \$10 a thousand? and if this is true, when we place \$2 or \$2.50 to the credit of this account, are we giving it its just dues? I believe that without a single exception there is not a holder of timber properties of any great consequence in this body to-

day that would not be worth more money 10 years hence should he burn down his mills and sell his timber at the expiration of that time than he will be worth by continued operations until his forests shall be consumed, provided we continue to credit our timber account with an amount so much less than its real value, as is true today. To say the least, I believe there is sufficient in this thought for us to relinquish our efforts somewhat in the operation of our mills, cutting out the night running at least, and possibly reducing the day running to an extent. I trust whatever else you may do with the remainder of this address, you will give careful consideration to this particular feature."

Secretary George K. Smith reported that during the last six months of 1904 there had been a curtailment of production amounting to 33½ per cent. In 1903, 425 mills in Arkansas, Alabama, Georgia, Florida, Louisiana, Mississippi, Missouri and Texas cut 5,237,001,638 feet, shipped 5,050,701,342 feet and had stock of 1,209,083,404 feet on January 1, 1904. In 1904, 432 mills in the same States cut 5,236,944,305 feet, shipped 5,279,834,858 feet and had stock of 1,151,321,103 feet on January 1, 1905. Mr. Lewis Thompson of Willard, Texas, spoke on the importance of co-operation; Mr. J. E. Long of St. Louis, on advertising; Mr. John L. Kaul of Birmingham, on methods of determining the cost of manufacturing, and Mr. S. F. Carter of Houston, Texas; F. H. Lathrop of Riverside, Ala.; J. J. White of McComb City, Miss., and W. C. Kent of Kentwood, La., of present conditions and prospects.

#### National Hardwood Manufacturers.

At the annual meeting at Nashville last week of the Hardwood Manufacturers' Association of the United States, President R. H. Vansant said that the outlook for the hardwood lumber business for the next few years is remarkably promising, the consumption in the United States gradually increasing, and in all civilized nations increasing beyond the growth in population. He pointed out, however, that the devastation by millions of acres of lumber a year of the hardwood forests of this country has induced a situation calling for conservative and economical methods in handling the forests if any remnant of this natural wealth is to be enjoyed in the future. Secretary Lewis Foster reported that when the organization was formed in June, 1902, its membership represented an annual output of 300,000,000 feet, but that it now represented 1,250,000,000 feet. He reported that stocks on hand July 1, 1904, amounted to 359,322,000 feet, an increase during the first six months of the year of 20 per cent., and that stocks on January 1, 1905, were 436,261,000 feet, a decrease in the six months compared with the six months of 1903 of 12½ per cent. Addresses were made by Dr. Hermann Von Schrenk of the forestry bureau at Washington, on the relations of the bureau to the hardwood industry; by John W. Love on hardwood-producing centers, in which he noted that Nashville, Tenn., is geographically about the center of hardwood production in the United States; by R. M. Carrier, tracing the development of hardwood production in Missouri, Arkansas, Louisiana and Mississippi, and by Frank F. Fee of Newark, Ohio, on the outlook for 1905. The States represented in the association are Arkansas, Georgia, Illinois, Indiana, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, Ohio, South Carolina, Tennessee, Virginia, West Virginia and Wisconsin. Mr. R. H. Vansant of Ashland, Ky., was re-elected president, with Messrs. J. B. Ransom, vice-president; F. C. Fisher, treasurer, and W. M. Ritter, F. C. Fisher, C. Crane, J. B. Ransom, R. H. Vansant,

R. M. Carrier and William Wilms, executive board. Mr. Lewis Foster of Columbus, Ohio, is secretary of the association.

#### Lumber Notes.

The Orange (Texas) Lumber Co. is now running day and night.

A tract of 2000 acres of timber land near McNeill, Miss., which brought \$23,000 a few years ago was sold last week for \$60,000.

Lumber shipments from Gulfport, Miss., in 1904 amounted to 245,213,820 feet, or more than 12 times as great as shipments in 1902.

D. F. Aldrich of New York has purchased 11,000 acres of timber 19 miles from Valdosta, Ga., and will erect a shingle and saw mill there.

The Southern Pacific Railway is contracting for 1,000,000 cross-ties, a large part of which it is expected will be obtained along the line of the road in Louisiana.

W. W. Wilson and H. D. Applegate have purchased, it is reported, for \$34,000 the property of the Trotti Lumber Co. near Roganville, Texas, and will greatly enlarge the capacity of the mill.

The Hardwood Lumber Co. of Asheville has closed a contract with J. E. Patton for the delivery during 1905 and 1906 of 3,000,000 feet of lumber, which will require the building of two saw-mills in McDowell county, North Carolina.

The American Ceramic Society, in session at Birmingham, Ala., this week, elected W. B. Gates of Chicago, president; Ellis Lovejoy of Columbus, Ohio, vice-president; Edward Orton, Jr., of Columbus, Ohio, secretary; Stanley G. Burk, treasurer, and Walter M. Ficks, manager.

It is reported that the First National Bank of Hawkinsville, Ga., will begin business about March 2 with the following officers: President, W. N. Parsons, vice-president, T. E. Lovejoy; cashier, Morgan Thompson; directors, J. D. Du Pree, J. W. Adams, J. J. Whitfield and J. F. Coney.

The value of property of the city of Houston, Texas, at the close of 1904 was \$4,276,485, an increase during the year of \$324,920. Of the value, \$697,358 represents street improvements, \$524,629 public schools, \$319,233 sanitary sewer system, and \$157,294 fire department.

The Union Bank & Trust Co. of Montgomery, Ala., has increased its capital from \$100,000 to \$200,000. The directors are Michael Cody, Joseph Norwood, J. S. Willeox, E. Lobman, J. L. Gaston, Meyer L. Grell, I. Weil, F. S. Ball and J. C. Haas.

The Portsmouth (Va.) Business Men's Association has re-elected Messrs. C. S. Sherwood, president; Alexander B. Butt, Goodrich Hatton, John L. Watson, Franklin D. Gill and Theodore J. Wool, vice-presidents, and I. T. Van Patten, secretary.

Representatives of 75 oil mills in Mississippi, Tennessee, Arkansas and Louisiana discussed at Memphis an organization to insure uniformity in price for the raw material.

It is announced that William W. Clarke & Son of Baltimore have secured a contract for 1200 carloads of sewer pipe for Panama canal construction.

The American-Mexican Steamship Line is preparing to start a line of passenger steamers between Port Arthur, Texas, and Mexican ports.

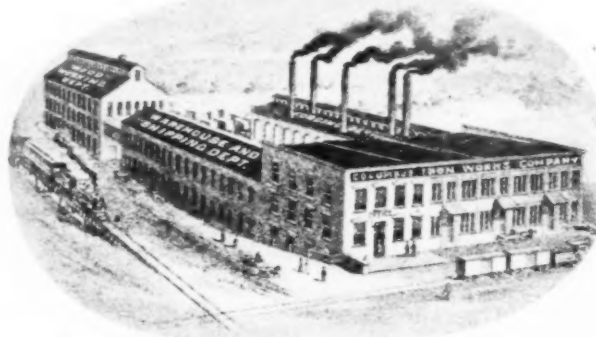
The capital of the First National Bank of Enfield, I. T., has been increased from \$40,000 to \$50,000.

## MECHANICAL

### The Columbus Iron Works Co.

Recently the Manufacturers' Record referred to an important phase of Southern progress, namely, that which is concerned with the manufacture of machinery

reference to the modern belting factory of Messrs. Joseph Meier's Sons of New York. It was erroneously stated that the factory is at 291 Market street, New York, whereas the plant is in Newark, N. J. The offices of the firm are at 37 Day street, New York city. The error



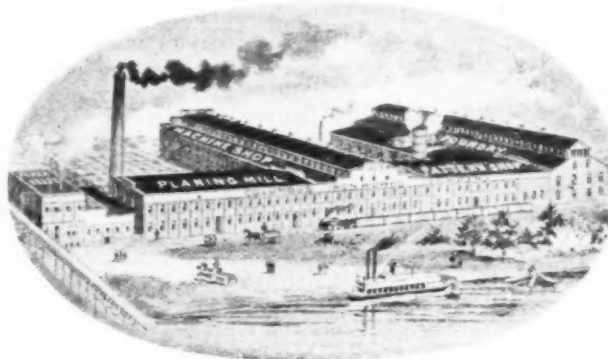
COLUMBUS IRON WORKS CO.'S PLANT.

ery for equipping the many different industrial plants continually being established. There are a number of Southern makers of machinery which have become well and widely known throughout the United States, as well as in their own section of the country. These makers include among their number the Columbus Iron Works Co. of Columbus,

was apparent to those acquainted with the product of this well-known manufacturer of belting, and those who may desire to write Messrs. Meier's Sons for prices are invited to note this explanation.

#### A Specimen Half-Tone Engraving.

During recent years great improvements have been introduced to perfect the meth-



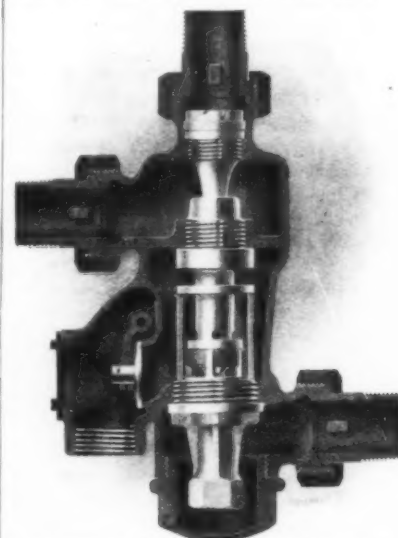
COLUMBUS IRON WORKS CO.'S DEPARTMENT—THE SOUTHERN PLOW CO.

Ga., an enterprise which was founded in 1853 by Wm. Riley Brown, incorporated in 1856, and entirely rebuilt and remodelled its plant in 1902, as demanded by the improving industrial conditions and the large demand for Columbus product which the company had developed. Improved absorption ice machines, cane mills, gratebars, steam and ammonia fittings, etc., and general castings constitute that product. A brief description of the Columbus Iron Works Co.'s plant will be of interest. The plow department has a setting-up room two stories high, 75x200 feet and 60x300 feet, store and shipping-room 90x300 feet, and handle factory 100x150 feet, three stories high. The machine department has a machine shop 112x300 feet, two stories with galleries; boiler shop 60x150 feet, blacksmith shop 40x60 feet, foundry 112x300 feet, yellow-pine woodworking department 68x160 feet, two stories; pattern storage 60x150 feet, pattern shop 60x100 feet, dry-kiln 60x100 feet, builders' supply warerooms 75x125 feet, two stories, and electric power-house and boiler-house. The entire plant covers about five acres of ground, employs about 500 men and is operated by electricity generated by its own engine. Electrical crane and elevators, pneumatic tools and hoists, electrical welding, etc., have been adopted. Two accompanying illustrations present a general view of the Columbus Iron Works Co.'s plant. George B. Whiteside is president.

#### Facts About Belting.

In the Manufacturers' Record of January 26 there appeared an illustrated

ods for illustrating of all kinds. This is especially true of the preparation of engravings to illustrate mechanical products. An accompanying illustration presents a half-tone engraving produced from the shop drawings by Messrs. Gatchell & Manning of No. 33 South 6th street, Philadelphia, Pa. Manufacturers of mechanical



A SPECIMEN HALF-TONE ENGRAVING.

goods will appreciate the superiority of the work shown by the illustration. Messrs. Gatchell & Manning have earned a foremost position in their chosen specialty as illustrators, designers and photo and wood engravers, and they invite correspondence from those having work of this character to award.



**The Sturtevant Portable Forges.**

The adaptability of the Sturtevant Portable Forges to all light forge work, their endurance and ease of running, have for many years recommended them to blacksmiths, wagon and carriage smiths, toolmakers, locksmiths, tinsmiths, jewelers, prospectors and miners, bridge and

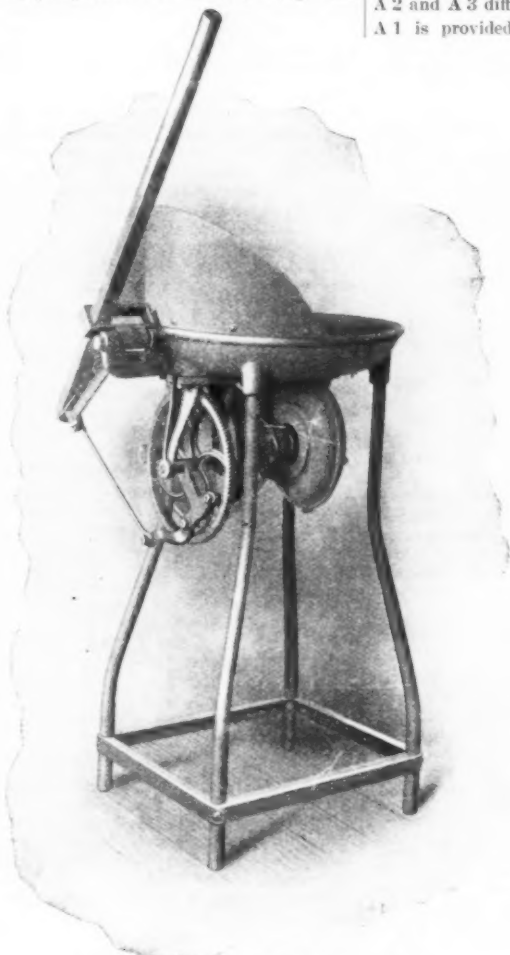
The A forge is built in five sizes adaptable to all light work, and is extensively used by wagon and carriage smiths, toolmakers and blacksmiths. On the farm and plantation, in the shop and mill, on shipboard and in manual training schools, or wherever small repairs are necessary, this forge is much demanded. Sizes A 1, A 2 and A 3 differ only in the hoods. The A 1 is provided with a windguard, A 2

For the lightest forge work forges D 1, D 2, D 3, E 1, E 2 and E 3 are peculiarly suitable. Sizes D 1, D 2 and D 3 are like A 1, A 2 and A 3, but have shorter legs for bench work, and are arranged for blast connection to an independent blower. The pan, tuyere and blower of the E 1, E 2 and E 3 forges are exactly similar to but smaller than those on the A 1, A 2 and A 3 forges, but the hand-power attach-

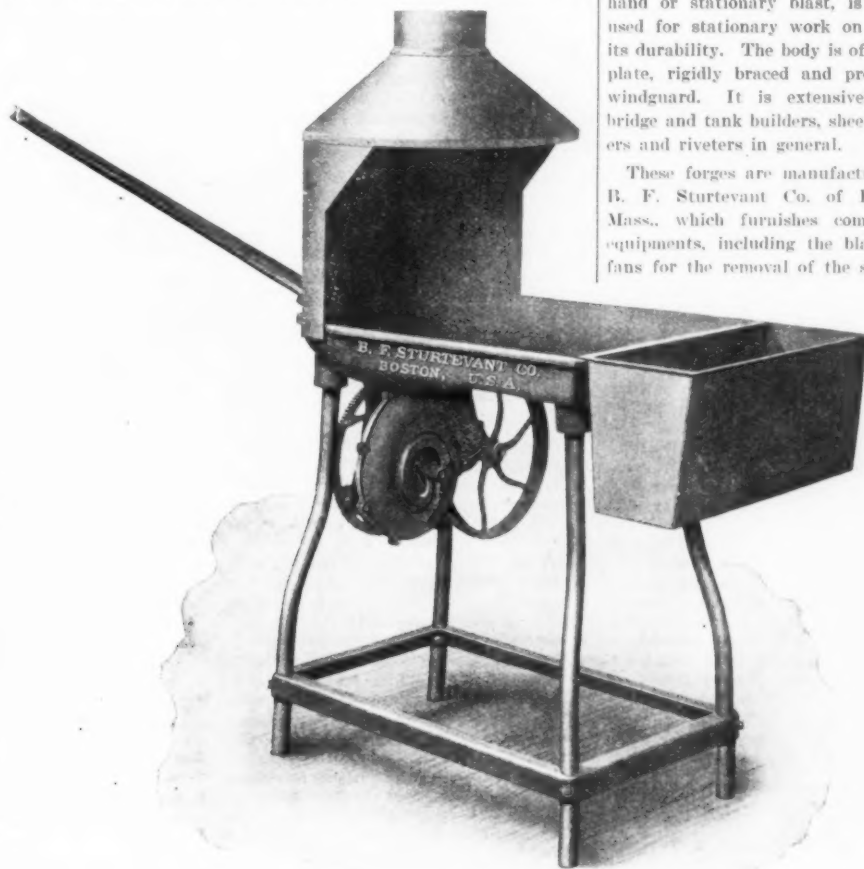
F 2 and F 3, exactly like the A 1, A 2 and A 3 forges, except that they have much shorter legs; in fact, they are short enough to give the correct height for operation when the forge sets on the box. This type meets the requirements of the prospector and miner, but is not as readily portable as style E.

The G forge, built in two types with hand or stationary blast, is extensively used for stationary work on account of its durability. The body is of heavy steel plate, rigidly braced and provided with windguard. It is extensively used by bridge and tank builders, sheet-iron workers and riveters in general.

These forges are manufactured by the B. F. Sturtevant Co. of Hyde Park, Mass., which furnishes complete forge equipments, including the blast, exhaust fans for the removal of the smoke, blast



STURTEVANT PORTABLE FORGE A 1.



STUTABLE FORGE A 7.

tank builders, sheet-iron workers and riveters in general. In shops and mills, on shipboard, in manual training schools and mechanical laboratories of technical schools these forges meet alike the requirements of a small and medium-sized forge for heating and tempering and for small repairs.

These forges have stood the test for years not only in this country, but abroad. From time to time new sizes have been added to the list to meet new applications and conditions, and now, with no less than 31 sizes, the applications may be widely variable. Not only have new sizes been made, but the designs have been perfected in every little detail. The sheet-metal work is of heavy steel plate; the running-gear is heavy, strong and easy of operation. The tuyeres are made extra strong to resist the action of the fire, and the fire pan is of a double metal plate with asbestos between to prevent the heat from cracking the main pan or affecting the running-gear. The blower is of the well-known Sturtevant steel-pressure type, has babitted journal boxes, and has been redesigned to give increased capacity.

There are seven distinct types, represented, respectively, by the A, B, C, D, E, F and G forges. Types A, B and C are alike except in the means of producing the blast. The blast for the type A forges is provided by an attached blower driven by hand-power. The B forges are arranged for pipe connection, and receive blast from an independent blower, which may also supply a number of forges. Forges of the C type are fitted with a blower driven by a pulley on the forge, belt connected to a line shaft or other drive.

has an open hood and A 3 a closed hood. Sizes A 4, A 5, A 6 and A 7 have larger pans, and are provided with a water tank. A 8 is heavier in construction, has a Sturtevant hand blower attached for supplying the blast, and is used extensively for stationary work. Sizes A 1 and A 7 are illustrated herewith.

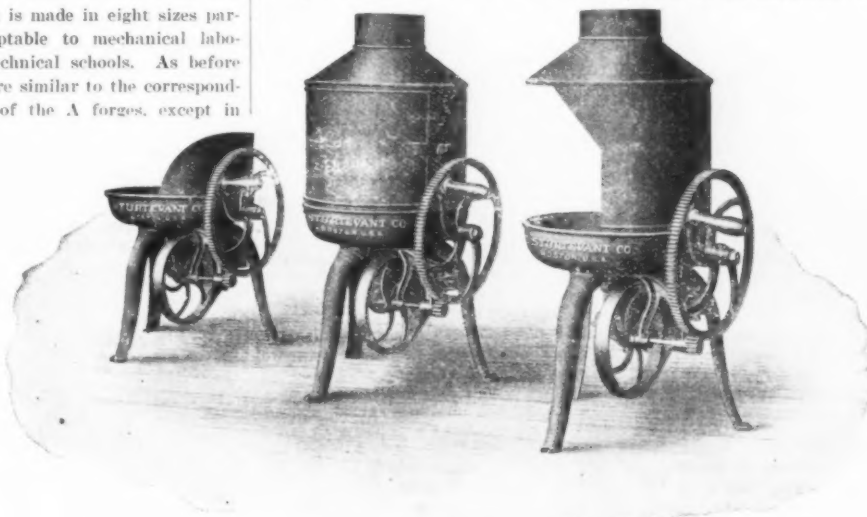
The B type is made in eight sizes particularly adaptable to mechanical laboratories of technical schools. As before stated, they are similar to the corresponding numbers of the A forges, except in

ment is arranged for bench work. With these forges a strong wooden box is furnished sufficiently large to hold a complement of tools, together with the forge itself. The equipment is, therefore, extensively used by repair and set-up men on account of its ease and convenience of transportation. As in the A forges, the

and exhaust piping systems, hoods and blast gates.

**Paper and Starch-Making Machinery**

A small plant for the manufacture of paper and starch is to be established at Morelia, Michoacan, Mexico, and the projector of the enterprise, Carlos E. Allen,



STURTEVANT PORTABLE FORGES E 1, 2 AND 3.

the manner of producing the blast.

The C forges are made in four sizes, C 4, C 5, C 6 and C 7, corresponding to forges A 4, A 5, A 6 and A 7, and are fitted with a tight and loose pulley for belt connection. A continuous blast may be thus provided which can readily be regulated by means of a blast gate underneath the fire pan.

three sizes differ only in the hoods. E 1, like A 1, is provided with a windguard only, E 2 has an open front hood and E 3 a closed hood. For the light work of jewelers, locksmiths, tinsmiths and farmers, and for all small repairs, this type of forge is best adapted. An illustration of E 1, 2 and 3 forges is presented herewith. The F forge is made in three sizes, F 1,

wants to correspond with makers of the machinery required.

Municipal authorities and prominent business men of the Birmingham district are strongly in favor of the plan for the construction by Jefferson county of a canal for a supply of water for manufacturing purposes.

# Construction Department

## TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

### EXPLANATORY.

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

### ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

### WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and more attention than a mere circular.

## BALTIMORE BUILDING NOTES.

### Business Buildings.

Baltimore—Store Building.—Richard H. Bayard, 601 Fidelity Building, Charles and Lexington streets, as agent for Laura V. Bowie and Charles G. Carmine, has awarded contract to James Stewart & Co., builders, 319 North Charles street, for the construction of two store buildings to be located at southwest corner of Howard and Franklin streets, after plans and specifications by Martin C. Miller, architect, Mutual Life Building, Buffalo, N. Y. Structure to be five stories high with basement, 53x120 feet; brick with terra-cotta trimmings; concrete foundation; steel beams and girders; cast-iron columns; slag roofing; galvanized-iron cornice and skylights; ornamental iron store front; metal frames and sashes; fire shutters. Electrical work, plumbing, heating system and two elevators not included in contract. Cost of building to be about \$50,000. This building previously mentioned.

Baltimore—Dwellings.—Richard J. White, 696 North Charles street, has awarded contract to John Cowan, builder, 106 West Madison street, for the construction of 10 dwellings to be located on Bruce street, between Baltimore and Fayette streets. Structures to be two stories high with basement, each 12x30 feet; brick with stone trimmings; tin roofing; galvanized-iron cornices; gas fixtures; sanitary plumbing; cost to be about \$10,000.

Baltimore—Warehouse.—Wm. H. Dix, 9 East Lombard street, as agent, has awarded contract to Charles McCaul Company, builders, 123 West Saratoga street, for the construction of warehouse to be located at southeast corner of Charles and Lombard streets, after plans and specifications by Wm. J. Beardsley, architect, 28 West Lexington street. Structure to be six stories high with basement, 61.10x69.8 feet; brick with granite base and terra-cotta trimmings; concrete foundation; steel beams and girders; cast-iron columns; slag roofing; fireproof vault; metal ceiling; galvanized-iron cornice and skylight; fire-escape; prismatic vault lights;

electric wiring and fixtures; sanitary plumbing; steam-heating system; electric elevator; pavement lift; dumbwaiter. Wm. Koch Importing Co., wholesale toys, 324 West Baltimore street, will occupy the buildings. This building previously mentioned.

Baltimore—Restaurant.—Richard P. Goodwin, Liberty and Clay streets, has awarded contract to Wm. Ferguson & Bro., builders, 214 Clay street, for the construction of restaurant building to be located at 12 and 14 South Calvert street, after plans and specifications by Tormey & Leach, architects, 323 North Charles street. Structure to be two stories high with basement, 17x158.8 feet; granite base; Beaver Dam marble exterior; steel-frame fireproof construction; slag roofing; copper cornice; granolithic pavement; vault lights; first story front and marquee of ornamental iron; cast-iron stairway; metal frames and sashes glazed with wire-glass; reinforced concrete floors; galvanized-iron skylight; interior marble; hand pavement lift. Electric wiring and fixtures, plumbing, gasfitting and heating system not included in contract. This building previously mentioned.

Baltimore—Warehouse.—J. Wilson Leakin, 706 Fidelity Building, Charles and Lexington streets, has purchased the property located at 113 West Fayette street, and will connect the warehouse on the site with that at 115 West Fayette street.

Baltimore—Warehouse.—The date has been extended to February 7 for submitting the estimates on construction of the six-story warehouse to be located at 316 West German street for J. Schoeneman, 321 West German street, after plans and specifications by Louis Levi, architect, 704 Union Trust Building, Charles and Fayette streets. Full details concerning the building recently mentioned.

Baltimore—Warehouses.—The Sheppard and Enoch Pratt Hospital, 317 North Charles street, has commissioned Charles E. Cassell & Son, architects, 411 North Charles street, to prepare plans and specifications for two warehouses to be located at 210 and 212 East Lombard street, and extending through to 209 and 211 Water street. Structures to be four stories high, each 26x106 feet; brick with stone trimmings; concrete foundation; steel beams; slag roofing; galvanized-iron cornices; electric wiring and fixtures; sanitary plumbing; heating system; elevators.

Baltimore—Maryland Institute.—John M. Carter, chairman, 222 St. Paul street; Ernst Schmeisser, 11 East Barre street; F. C. Latrobe, 206 St. Paul street; George C. Wilkins, 1291 St. Paul street, and Frank A. Furst, 803 Fidelity Building, Lexington and Charles streets, the building committee of the Maryland Institute, which will erect a building at corner of Lanvale street and Mt. Royal avenue, has received 78 applications from architects who desire to submit competitive designs for the building. Structure is to be three stories high with basement, 14x115 feet. Designs are to be in by March 15. This building previously mentioned.

Baltimore—Hotel.—Further details have been obtained concerning hotel for the Merchants' Hotel Co., J. Albert Hughes of the Daniel Miller Co., 28 Hopkins Place, chairman of the building committee, to be located at 6 and 8 North Howard street after plans and specifications by Wyatt & Notling, architects, Builders' Exchange Building, 2 East Lexington street. Structure to be seven stories high with basement and sub-basement, 52x115 feet; brick with granite base and Indiana limestone and ornamental terra-cotta trimmings; concrete foundation; steel beams; cast-iron columns; reinforced-concrete construction (long-span); slag roofing; galvanized-iron cornice and skylights; ornamental cast-iron work; marquee glazed with wireglass; electric wiring and fixtures; sanitary plumbing; steam-heating system; two electric elevators. Charles Gilpin, builder, 601 Union Trust Building, Charles and Fayette streets, is the only builder estimating on the work, and will probably receive the contract for construction. Estimates to be in February 6.

Baltimore—Bank.—John Hiltz & Son, builders, 3 Clay street, are the only builders estimating on the construction of building for the Savings Bank of Baltimore, Courthouse, Lexington and Calvert streets, to be located at Southeast corner Baltimore and Charles streets after plans and specifications by Parker & Thomas, architects, Union Trust Building, Charles and Lexington streets. Structure to be one story high with basement; marble exterior; fireproof throughout; electric wiring and fixtures; sanitary

plumbing; steam-heating system; interior marble work. This building previously mentioned.

Baltimore—Warehouse.—George N. Mackenzie, 27 Builders' Exchange Building, 2 East Lexington street, has awarded contract to Melver & Piel, builders, Builders' Exchange Building, for the construction of warehouse to be located at Southeast corner Charles and Balderston streets after plans and specifications by George N. Mackenzie, architect, 30 Builders' Exchange Building. Structure to be four stories high with basement, 30.4x95 feet; buff brick with granite base and Indiana limestone trimmings; concrete foundations; steel beams; cast-iron columns; slag roofing; galvanized-iron cornice; sanitary plumbing; elevator. Electric wiring and fixtures and heating system not included in contract. This building previously mentioned.

Baltimore—Association Building.—Further details have been obtained concerning addition to building for the Royal Arcanum, 18 West Saratoga street, after plans and specifications by Tormey & Leach, architects, 323 North Charles street. Structure to be two stories high with basement, 30x100 feet; brick with stone trimmings; concrete foundation; steel beams; electric wiring and fixtures; sanitary plumbing; heating system. Wm. Ferguson & Bro., 214 Clay street; Thomas L. Jones & Son, 410 West Saratoga street, and C. C. Watts, 113 West Hamilton street, have been selected to estimate on the construction. Estimates to be in about February 4.

Baltimore—Warehouse.—The date has been extended to February 8 for submitting estimates on construction on building for Blatter Bros., 119 West Pratt street, to be located at 119 West Pratt street after plans and specifications by Tormey & Leach, architects, 323 North Charles street. Full details concerning the building and names of builders estimating recently reported.

Baltimore—Apartment-house and Dwellings.—Elias A. Blackshere, 2542 Eutaw Place, has purchased the property located on Madison avenue and Brooks lane, and will erect an apartment-house and a number of residences on the site, which is 150x245 feet.

Baltimore—Apartment-house.—Edward C. Carrington, 110 East Lexington street, as agent, has commissioned Edward H. Glidden, architect, Wilson Building, 301 North Charles street, to prepare plans and specifications for apartment-house to be located at Southwest corner Mt. Royal avenue and Maryland avenue. Structure to be seven or eight stories high with basement, 121x150 feet; brick with stone trimmings; concrete foundation; steel beams and girders; cast-iron columns; electric wiring and fixtures; sanitary plumbing; heating system; power elevators; cost to be about \$150,000.

Baltimore—Dwellings.—Henry E. Cook, 527 East Monument street, has purchased the property located on Hope street near North avenue, and will erect a number of dwelling-houses on the site, which is 111x217 feet.

Baltimore—Restaurant.—D. A. Schmid, 1000 Hopkins avenue; Charles McCaul Company, 123 West Saratoga street, and Hildebrand, 208 North Sharp street, are additional builders who are estimating on the construction of restaurant for Bruno Momeny, 425 East Lexington street, to be located at northeast corner Postoffice avenue and Water street after plans and specifications by Henry J. Tinley, architect, 421 St. Paul street. Full details concerning the building, together with the names of other builders estimating, recently mentioned. Bids to be in February 4.

Baltimore—Office Building.—Further details have been obtained concerning office building for the Rayner estate, Isidor Rayner and Albert W. Rayner, trustees, 8 East Lexington street, to be located at 25 West Baltimore street after plans and specifications by Louis Levi, architect, 704 Union Trust Building, Charles and Fayette streets. Structure to be three stories high with basement, 19.6x58.6 feet; Indiana limestone or terra-cotta exterior; granite base and copper trimmings; concrete foundations; steel beams and girders; tin and copper roofing; copper cornice; ferro-concrete pavement; vault lights; ornamental wrought iron; metal frames and sashes glazed with wireglass; tile flooring; vault doors; sanitary plumbing. Heating system, elevator, pavement lift, electric wiring and tubing, and gas and electric fixtures not included in contract. Henderson & Co., Ltd., 218 West Fayette street; R. H. Frazer & Sons, 220 St. Paul street; J. & S. H. Lamb, 253 West Preston

street; James Stewart & Co., 319 North Charles street; Morrow Bros., 212 Clay street; Frank T. Maguire, Gay and Pratt streets, and John Hiltz & Son, 3 Clay street, have been selected to estimate on the construction. Estimates to be in February 8.

Baltimore—Amusement Park.—The Knickerbocker Theatrical Co., Broadway and 38th street, New York, has leased 10 acres of land located at Pennsylvania avenue and Liberty road, and will establish an amusement park, including theater, dancing pavilion, Tyrolean inn, carroussels, railways and other amusement features. The park will be lighted by electricity, about 25,000 lamps being used. The park will be completed about May 28.

### Manufacturing Buildings and Other Enterprises.

Baltimore—Fruit-Importing Company.—The Atlantic Fruit Co., 443 Calvert Building, Fayette and St. Paul streets, recently incorporated with an authorized capital stock of \$250,000, to deal in foreign and domestic fruit, has organized with following officers: Jos. Di Giorgio, president; John A. Donald, first vice-president; Thornton Rollins, second vice-president; Henry J. Buck, secretary; Grant Border, assistant secretary; J. A. Weed, treasurer; James A. Fechtig, Jr., counsel. This company has taken over a number of independent fruit-importing companies, and will operate a large fleet of steamships from various branches which will be established in Baltimore, New York, Philadelphia, Boston and New Orleans.

Baltimore—Wagon Factory.—The Kunkel Wagon Co. has been incorporated, with an authorized capital stock of \$25,000, for manufacturing wagons, by John N. Kunkel, 37 East Lee street; Frederick J. Kunkel, 37 East Lee street; Wm. F. Kunkel, Nicholas A. Kunkel and Joseph A. Kunkel.

Baltimore—Box Factory.—Wm. H. Schulze, 15 North Sharp street, has awarded contract to Charles A. Stelling, builder, 342 North Calvert street, for the construction of box factory to be located at Ridgely and Bush streets, after plans and specifications by J. S. Plummer, 2003 Lanvale street. Structure to be two stories high, 60x97 feet; brick with stone trimmings; concrete foundation; steel beams; slag roofing; steam-heating system; cost to be about \$6000.

Baltimore—Cooperage.—Becker & Co., 117 South Poca street, have awarded contract to J. H. Miller, builder, 110 Dover street, for the construction of cooperage to be located on Ranstead's wharf. Structure to be one story high, 50x200 feet; frame construction; concrete foundation; slag roofing.

Baltimore—Steam Carpet-cleaning Works. The Knickerbocker Carpet Cleaning Co., 902 and 904 Ensor street, has awarded contract to Charles L. Stockhausen, builder, National Marine Bank Building, Gay and Water streets, for the construction of an addition to its works. Structure to be three stories high with basement, 42x49 street; brick with stone trimmings; concrete foundation; steel beams; cast-iron columns; slag roofing; galvanized-iron cornice; electric wiring and fixtures; sanitary plumbing; heating system.

Baltimore—Sand Company.—The Acme Sand Co. has been incorporated with an authorized capital stock of \$21,000 for dealing in sand by Michael T. Horner, Ashland avenue and Ensor street; Edgar L. Wade, Joseph A. Katzenberger, John H. Pinning, 749 East Preston street, and Wm. F. Huse.

Baltimore—Novelty-manufacturing.—The Novelties Manufacturing Co. has been incorporated with an authorized capital stock of \$5000 for dealing in toys and novelties by George E. E. Timanus, 1311 Maryland avenue; Wm. P. Brown, Sigmund Eckhaus, 303 North Eutaw street; Oscar Fankanel, Wm. H. Zimmerman.

Baltimore—Rug Company.—The Oriental Rug Co. has been incorporated with an authorized capital stock of \$6000 for cleaning, repairing and storing rugs and carpets by Gottlieb Kraft, 1101 Cathedral street; Auguste Korte, 1101 Cathedral street; Wm. Tegeler, John Kraft and Bernhard Johanning.

Baltimore—Fertilizer Plant.—The Home Fertilizer Co., 832 North Calvert street, has been incorporated with an authorized capital stock of \$100,000 for manufacturing fertilizer by Thomas J. Boykin, Edward J. Bond, John R. Bland, Isaac H. Dixon and William M. Boykin.

### Subbids Wanted.

Mention of contractors wanting subbids on construction work and material will be found,



when published, in the "Machinery Wanted" column on another page under the heading of "Building Equipment and Supplies."

#### ALABAMA.

Athens—Knitting Mill.—H. Smith, recently reported as to establish a knitting mill, has leased a building and will install 25 knitting machines. The Athens Hosiery Mills is the title.

Bessemer—Drug Company.—H. C. Grigaby, G. R. Lewis of Bessemer and Harry Passmore of Avondale, Ala., are incorporating the Lewis Drug Co., with \$6000 capital.

Birmingham—Strawberry Cultivation.—Incorporated: Brazleton Strawberry Co., with \$15,000 capital, by L. D. Hoover, W. D. Trousdale and J. R. Valli, to cultivate strawberries.

Birmingham—Brick Plant.—Reports state that the Sibley Brick Co. is arranging for the erection of plant in North Birmingham to manufacture face brick. About \$100,000 will be invested.

Birmingham—Structural Steel and Iron Works.—Birmingham Steel & Bridge Co. is being organized for the manufacture of structural steel and iron beams and plates; from \$300,000 to \$500,000 will be invested.

Birmingham—Contracting Company.—Theodore Poul Contracting & Building Co. has incorporated with \$20,000 capital to continue the building-contractors' business of Theodore Poul & Co. Theodore Poul is president and general manager, and Carroll B. Mont, secretary-treasurer.

Birmingham—Real Estate.—Trotwood Park Land Co. has been incorporated by R. E. Collins, J. D. Collins and J. C. Scott with \$50,000 capital.

Birmingham—Real Estate.—Incorporated: J. P. Edwards Real Estate & Loan Co., with \$4000 capital, by Baxter Rittenberry, C. C. Rittenberry and J. P. Edwards.

Birmingham—Brick Works.—It is reported that the Budwig & Myers Fire-Brick Co. is erecting addition to plant at a cost of \$30,000.

Birmingham—Electric Power Plant Improvements.—The Birmingham Railway, Light & Power Co. is arranging for extensive improvements in Birmingham, Bessemer and vicinity which will include an expenditure of \$200,000 at power-house in Birmingham for coal-hauling apparatus, coal-storage bins with a capacity of about 12,000 tons, mechanical stokers, etc., and the extension of gas mains at a cost of \$50,000. The Bessemer improvements to include the building of a viaduct at a cost of \$25,000 across the various railroads and \$10,000 terminal station. J. A. Emery is general manager.

Birmingham—Stove Works.—Eureka Stove Works has been organized with John McLean, Sr., president; John C. McLean, Jr., vice-president, and E. E. Howard, secretary-treasurer, and contracts have been let for the erection of foundry 80x102 feet, office building, pattern and machine shop; capital \$50,000. Mr. McLean and son were previously reported as having purchased the plant of the Eureka Foundry & Machine Co., which would be converted into stove works and operated; a portion of this plant was also reported destroyed by fire last week; Wm. B. Moore, Avondale, Ala., architect in charge.

Birmingham—Pipe Works.—The Dimmick Pipe Co., recently reported as to increase its pipe works' capacity by 100 tons, will hold a meeting this month to arrange for increasing capital stock to \$1,000,000. It is proposed to expend about \$250,000 for the enlargement of the plant.

Center—Cotton Gin.—Reports state that Melton C. Smith and C. S. Tatum will install a \$4000 cotton gin.

Centerville—Knitting Mill.—The Centaur Knitting Co., reported incorporated recently, has erected two-story building 90x100 feet, and will install machinery, which has been purchased, for making hosiery; capital paid in, \$25,000.

Demopolis—Foundry and Machine Shop.—Demopolis Foundry & Machine Co. has been incorporated with \$50,000 capital by A. R. Smith, L. W. Spalding and W. M. Spencer.

Florence—Greenhouses.—Reports state that William Zimmerman has purchased site in East Florence on which to build greenhouses.

Gadsden—Steel-plant Additions.—It is reported that the Alabama Steel & Wire Co. has decided to enlarge the output of its steel plant by the installation of an additional unit in its open-hearth department, and that the improvements will be completed in 30 days. An increase to 400 tons daily is to be obtained. In November last the company announced its purpose to build a steel rod mill this year and consider the erection of more furnaces later on; offices at Gadsden and Birmingham; E. T. Schuler, president, offices at Gadsden.

Gadsden—Bridge.—It is reported that the Louisville & Nashville Railroad contemplates enlarging bridge across the Coosa river at Gadsden. R. Montfort, Louisville, Ky., is chief engineer.

Gadsden—Bleachery.—The Adams Knitting Mills will install a department for bleaching. Contract has been awarded for erection of building for this purpose 40x40 feet.

Jackson—Water-works.—Town contemplates having water-works installed by an individual or a corporation, and invites correspondence. Address C. W. Boyles, mayor.

Luverne.—Incorporated: The Cody-Henderson Company, with \$35,000 capital, by J. C. Henderson and associates.

Mobile—Laundry.—American Laundry Co. has increased capital from \$5000 to \$10,000.

Montgomery—Grist Mill and Grain Elevator.—Reports state that the National Cotton Oil Co. will erect a \$35,000 grist mill with a daily capacity of 3000 bushels of corn and a 50,000-bushel grain elevator. Electricity will be used for operating.

Pansey—Saw-mills.—The Pansey Lumber Co. of Scranton, Pa., has been incorporated with \$25,000 capital to operate saw-mills near Pansey.

Selma—Mercantile.—The Tepper Bros. Mercantile Co. has been incorporated, with \$20,000 capital, by Jacob Tepper and others.

Thomasville—Drug Company.—Thomasville Drug Co. has been incorporated, with \$2000 capital, by J. G. Cunningham and others.

Talladega—Mercantile.—J. F. Hanks and others have incorporated the J. F. Hanks Co., with \$5000 capital.

Uniontown—Cotton Mills.—The Ellawhite Cotton Mills has increased capital stock from \$100,000 to \$175,000 for the purpose of doubling its 5200-spindle mill.

#### ARKANSAS.

England—Electric Light Plant.—City has let contract to the Martin-Reynolds Electric Co. of Little Rock, Ark., for the construction of electric-light plant previously reported; cost \$5000.

England—Cotton Gin.—It is reported that the Richwoods Gin Co. will enlarge plant to an eight-gin capacity.

Jonesboro—Mercantile.—The Marcus Berger Company has been incorporated, with \$50,000 capital, by Marcus Berger and others.

Russellville—Commission Company.—Incorporated: Craig Commission Co., with \$5000 capital, by J. H. Craig, Oscar H. Winn, W. L. Nicholas and B. W. Craig.

Willmot—Mercantile.—A. F. Brame and others have incorporated the Brame Mercantile Co. with \$10,000 capital.

#### FLORIDA.

Jacksonville—Ice-plant Improvements.—Florida Ice Manufacturing Co. will erect one-story brick addition 42x62 feet for increasing capacity.

Jacksonville—Real Estate, etc.—Florida Orange & Commercial Co. has been incorporated with \$10,000 capital to deal in real estate, cultivate orange groves, etc. Daniel T. Gerow is president; Fred G. Yerkes, secretary-treasurer, and Cramer B. Potter, manager.

Ocala—Machine Shop, etc.—The Yonge & Cline Co. has been formed with R. E. Yonge, president, and Elmer E. Cline, secretary and manager, to conduct a manufacturers' general agency, and has taken over the Cline Engineering Co. of Auburndale, Fla. The company will also establish garage for taking care of automobiles and machine shop in connection for repairing all machinery of a light nature, such as gasoline engines, marine motors, automobiles, typewriters, cash registers, etc.\*

Tampa—Bag Factory.—W. H. Brown contemplates establishing plant for the manufacture of cotton and burlap bags. Address 119 West 7th street.\*

#### GEORGIA.

Albany—Sassafras and Peppermint-oil Factory.—Dr. J. C. Blair of Louisville, Ky., it is reported, will erect sassafras and peppermint-oil factory.

Atlanta—Transfer Company.—Chartered: American Baggage & Transfer Co., with \$50,000 capital, by E. T. Weyman, Ralph Van Landingham, John J. Woodside and W. M. Nixon.

Atlanta—Graphite Mining and Manufacturing.—W. G. Paschall, Guido Meisel of Atlanta and Dr. F. W. Ihne of Graphiteville, N. C., have incorporated the Southern Graphite Co. with \$50,000 capital, to mine and manufacture graphite ores, manufacture graphite articles, etc.; principal office, Atlanta.

Cairo—Water-works and Electric Light

Plant.—City has voted affirmatively the \$15,000 bond issue previously reported, \$10,000 to be used for water-works and \$5000 for electric lights; R. L. Van Landingham, mayor.\*

Haylow—Saw and Shingle Mill.—It is reported that D. F. Aldrich of New York has purchased from J. D. Rounds of the Buffalo (N. Y.) Yellow Pine Co. 11,000 acres of timber land near Haylow and will erect saw and shingle mill.

Kelthsburg—Saw-mill.—Georgia Lath & Lumber Co. has been organized with W. B. Short of Atlanta, Ga., president; E. A. McCandless of Canton, Ga., vice-president, and Luke E. Tate of Canton, Ga., secretary-treasurer, to erect and operate a saw-mill.

Macon—Plumbing Company.—Incorporated: Bibb Plumbing Co., with \$3000 capital, by Charles T. Miller, Uriel H. Cooksey, Lafayette Green and Herbert R. Brown.

Macon—Drug Company.—Taylor-Bayne Drug Co. has been incorporated, with \$10,000 capital, by W. Arthur Chapman, Mallory H. Taylor and Samuel E. Bayne.

Rome—Telephone Improvements.—It is reported that the Southern Bell Telephone & Telegraph Co. will expend \$5000 in improvements to its system in Rome. Charles Woodruff is local manager.

Savannah—Electric Light and Power Plant. J. J. Cummings, Lawrence McNeil, S. P. Shotter, Henry Blun and George W. Tiedeman will establish electric plant for furnishing power to the Savannah Lumber Co. and eventually to other concerns.

#### KENTUCKY.

Bowling Green—Canning and Preserving Factory.—W. H. Blakeley, Jr., is organizing company to build canning and preserving factory.\*

Corydon—Coal-mining.—It is reported that J. E. Stapp and L. O. Stapp have purchased the plant of the Corydon Coal & Mining Co., and will install additional machinery for increasing the capacity.

Covington—Electric Light Plant.—T. J. Crenshaw, engineer, 313 Walnut street, Cincinnati, Ohio, has submitted preliminary estimates for the erection of city's proposed electric-light plant to have a capacity of 400 arc lights and 2000 incandescents and cost \$75,000.

Henshaw—Coal-mining.—It is reported that I. V. Runyon, Dr. Nunn, Alf Johns, Charles Johns, William Dulaney and associates have formed a company for the development of a coal mine at Henshaw.

Lakeland—Reservoirs.—Lewis & Kitchen, Chicago, Ill., have contract at \$25,500 for the construction of two reservoirs (previously reported) at the Central Kentucky Asylum for the Insane.

Louisville—Lumber Company.—The Stotz Lumber Co. has increased capital from \$20,000 to \$50,000.

Louisville—Iron Works.—Incorporated: Walker & Co., with \$25,000 capital.

Louisville—Bar, Bolt and Sheet Mills.—The Louisville Bar, Bolt & Sheet Co. has been incorporated, with \$350,000 capital, by L. Smith of Louisville, A. F. Baumgarten, H. M. Trimble and C. A. Royce, all of Pittsburg, Pa., to operate the plant of the Louisville Bolt & Iron Co., previously reported as having been purchased by Mr. Baumgarten and brother at \$150,000. The sheet mill now under construction will be completed.

Louisville—Lumber Company.—Incorporated: Louis Keller & Co., with \$8000 capital, by Louis Keller, John S. Keller, John Keller and Fred Keller.

Louisville—Electric Company.—Home Electric Co. has been organized with John C. Fries, vice-president, and E. J. Theobald, general manager, to conduct a general electric business; office, 205 West Market street.

Louisville—Chartered: The Theodore Rectanus Company, with \$12,000 capital, by C. A. Dralle, Theodore Rectanus and Otto A. Dietrich.

Owensboro—Vehicle Works.—The F. A. Ames Co. has been incorporated, with \$300,000 capital, to take over the business of F. A. Ames & Co.

Williamsburg—Water-works.—City has engaged Fred P. Clute to supervise the construction of proposed water-works.

#### LOUISIANA.

Baton Rouge—Sewerage System.—The city, it is reported, will build five miles of new sewers; R. Swart, city clerk.

Covington—Rice Cultivation.—Reports state that C. Z. Williams, E. J. Frederick of Covington, George Keopp and George Peters of Madisonville, La., are arranging for cultivating 4000 acres of land near Covington in rice. The most improved machinery is being installed, including an irrigation pump with an hourly capacity of 4,000,000 gallons.

Jennings—Oil-pipe Line.—Bass & Benckenstein of Beaumont, Texas, have about completed arrangements for the laying of their proposed pipe line from Jennings to the Atchafalaya river, a distance of 54 miles, at an estimated cost of \$300,000, and having a daily capacity of 10,000 to 12,000 barrels. Contract for piping has been let.

New Orleans—Machinery Manufacturing.—Reports state that V. Hugo Kallman of Chicago, Ill., representing Eastern capitalists, has secured site on which to establish machinery plant at a cost of \$2,000,000. Mr. Kallmann is registered at the St. Charles Hotel, New Orleans.

New Orleans—Oyster Cannery.—Reports state that the Joulilian Company of Biloxi, Miss., has secured site on which to erect oyster cannery; capacity 1000 barrels a day.

New Orleans—Dry-dock.—New Orleans Dry-Dock & Shipbuilding Co., reported last November as having let contract for building dry-dock 95 feet wide, 330 feet long, with a docking capacity of 5000 tons net, at a cost of \$150,000, has effected permanent organization with Pearl Wight, president; George A. Hero, vice-president; J. D. O'Keefe, secretary, and Maurice Stern, treasurer.

New Orleans—Steel Structural Plant.—Reports state that J. H. Barrett, general manager of the West Virginia Bridge & Construction Co., Wheeling, W. Va., is investigating with a view to building steel structural plant. Mr. Barrett can be addressed at the St. Charles Hotel, New Orleans.

Plaquemine—Electric Light and Power Plant. Chartered: Plaquemine Electric Light & Power Co., with \$30,000 capital, by J. H. Savage, M. Dick and V. M. Barber, to erect and operate electric-light and power plant.

Plaquemine—Grocery Company.—The Iberville Wholesale Grocery Co. has been organized, with \$25,000 capital, to succeed Sherburne & Schlatter. H. N. Sherburne, Jr., is president; Jacob McWilliams, vice-president, and Paul Kersweg, secretary-treasurer.

Rayville—Table Factory.—It is reported that a table factory will be established having a daily output of 320 tables. The Progressive League can give information.

Recknor—Saw and Planing Mill.—Hoagland & Cade of Many, La., are reported to erect saw and planing mill with a daily capacity of 35,000 feet of lumber.

#### MARYLAND.

Burkittsville—Distillery.—The Pure Rye Distilling Co. has been incorporated, with \$100,000 capital, by John D. Ahalt, John H. Ahalt, William Mahoney, C. H. Eckstein and Frank J. Collins, to purchase and operate the Ahalt distillery.

Easton—Machine Shop.—Reports state that Wm. N. Fleckenstein is erecting machine shop.

Garrett County—Coal-mining.—Reports state that W. T. Tyler & Co. of Philadelphia, Pa., have purchased from the Datesman Coal Co. coal-mining plant, together with 2000 acres of coal land, and organized the Storer Run Coal Co. with J. W. Thomas, president; W. T. Tyler, treasurer, and H. E. Gray, superintendent.

Goldboro—Canning Machinery.—Slemmer Canning Co., reported incorporated last week with \$125,000 capital, will manufacture portable canning machines. F. G. Slemmer is president. Building has not been secured.

Oakland—Lumber Mill.—Chartered: Ravenscroft Lumber & Manufacturing Co., by Dr. R. A. Ravenscroft, Webster Ravenscroft, John E. Legge, Julius Renninger and S. A. Kendall, to manufacture and deal in lumber, etc.

Westernport—Mercantile.—Incorporated: Westernport Mercantile Co., with \$20,000 capital, by Marcus A. Patrick and associates, to conduct a co-operative store.

#### MISSISSIPPI.

Aberdeen—Cotton-cordage Mill.—George F. Rather and associates contemplate establishing a mill for the manufacture of cordage and rope. No final arrangements have been made, nor has the machinery been purchased.\*

Clarksdale—Lumber Mill.—The Stoneman Lumber Co. has been organized, with \$20,000 capital, by E. C. Stoneman, P. B. Smith and E. B. Dickey, to manufacture lumber.

Clarksdale—Ice and Bottling Plant.—Clarksdale Ice & Bottling Co., previously reported incorporated with \$25,000 capital, has completed organization with S. L. Dodds, president; A. C. Finkler, secretary-treasurer. The company has let contract for building and machinery at a cost of \$15,000.

Clarksdale—Foundry and Machine Shop.—The Clarksdale Machinery & Supply & Manufacturing Co., reported incorporated last week with \$10,000 capital, will erect two-story

brick building 50x100 feet, to be equipped as foundry and machine shop.\*

Doddsville—Mercantile.—J. W. Roberts and others have incorporated the Planters' Mercantile Co. with \$25,000 capital.

Greenwood—Stave Factory.—Reports state that E. E. Inlow has purchased, will improve and operate the plant of the Kennedy-Morelock Stave Co.

Greenwood—Brick and Tile Works.—The Greenwood Brick & Tile Co. is being organized by W. O. Bacon and others, with \$25,000 capital, to establish brick and tile works.

Gunnison—Mercantile.—W. I. Brasher and others have incorporated the Gunnison Mercantile Co. with \$10,000 capital.

Holly Springs—Sewerage System.—City has voted affirmatively the proposed \$19,000 bond issue for the construction of sewerage system, and for which Kirkpatrick & Johnson of Jackson, Miss., were previously reported as engineers in charge.

McComb—Water-works.—City will issue \$10,000 of bonds for the construction of water-works. Address The Mayor.

Meridian—Furnace Manufacturing.—Reports state that a plant for the manufacture of bending furnaces will be established, and C. W. Gibson is promoting the enterprise; about \$50,000 will be invested.

Meridian—Street Paving.—City will shortly ask for bids for paving certain streets, for which \$60,000 of bonds were previously reported voted. Address The Mayor.

Montrose—Mercantile.—The Montrose Mercantile Co. has incorporated, with \$10,000 capital. T. Q. Brame is president; G. W. James, vice-president, and P. L. Blackwell, secretary, treasurer and business manager.

Moss Point—Pecan Company.—Incorporated: Moss Point Pecan Co., with \$60,000 capital, by Le Roy Perkins, H. G. Colman and others.

New Albany—Brick and Tile Works.—The Union County Pressed Brick & Tiling Co. has been organized, with \$25,000 capital. J. T. Baker is president; D. H. Hall, vice-president, and T. F. Baker, secretary-treasurer.

Purvis—Incorporated: Plyant Bros. & Co., with \$30,000 capital, by T. W. Plyant and others.

Senatobia—Furniture and Hardware.—Senatobia Furniture & Hardware Co. has been incorporated, with \$500 capital, by Walker Wood, A. L. McCormick and others.

Tralake.—Incorporated: Tralake Company, with \$30,000 capital, by O. B. Crittenden, Le Roy Percy and others.

Waynesboro—Publishing.—Reports state that J. J. Payner has purchased the News-Beacon, and will install printing plant.

#### MISSOURI.

Carthage—Water-works.—Reports state that H. J. Green, attorney, representing New York capitalists, will apply for franchise to construct and operate water-works.

Carthage—Limestone Quarry.—Carthage Superior Limestone Co., previously reported incorporated with \$25,000 capital to quarry limestone, will erect four stone saws and two channeled on 24 acres of land; limestone to have a resistance of 17,000 pounds per square inch; M. F. Viernow, Carthage, engineer in charge. Address until February 24 North 4th street, St. Louis, Mo., and after that Carthage.\*

Jefferson City—Boot and Shoe Company.—Parker Boot & Shoe Co. has been incorporated, with \$35,000 capital, by L. S. Parker, Sam R. Jeffries and F. N. Chandler.

Joplin—Mining.—The Ground Floor Mining Co., reported incorporated last week with \$100,000 capital, is building a concentrating plant to be operated by electricity and installing an electrically-driven air compressor; plant will have a daily capacity of 200 tons. A. E. Bendelari is manager.\*

Kansas City—Ice and Cold Storage Plant.—Incorporated: The Western Ice & Cold Storage Co., with \$200,000 capital, by H. C. Lambert, H. Wilson Pratt, both of Kansas City, and W. V. Clark of Independence, Mo.

Kansas City—Machine Shop.—Helm Machinery Co. has been organized by J. H. Pfeiffer and W. G. Helm for the manufacture of cement building material machinery; office, 316 Wall street.

Kansas City—Elevator.—It is reported that the Atchison, Topeka & Santa Fe Railway has purchased site near Kansas City on which to erect 1,000,000-bushel tank elevator at a cost of \$400,000. Address J. M. Mead, assistant engineer, East Grand Division, Topeka, Kan.

Kansas City—Woolen Mill.—J. F. McAfee of the Topeka Woolen Mills, Topeka, Kan., will organize a company to establish woolen mill in Kansas City. The machinery has been purchased.

Kansas City—Fish and Oyster Company.—L. G. Becker, L. H. Becker, G. B. Miller and others have incorporated the Becker Fish & Oyster Co., with \$3000 capital.

Oregon—Flour.—L. S. Walter, operating Rosendale Roller Mills, Rosendale, Mo., previously reported as having purchased the Konkle Mill property, which would be improved and operated, will install 60-barrel flour mill, also corn-chop and meal mill.\*

South St. Joseph—Sewerage System.—City is having plans prepared by Wm. H. Floyd, Jr., city engineer, St. Joseph, Mo., for proposed sewerage system, for which \$75,000 is available, and bids on concrete and brick construction will shortly be asked.

St. Joseph—Vehicle Works.—Incorporated: C. Priebe Carriage Co., with \$12,500 capital, by C. Priebe, B. Priebe and E. M. Priebe.

St. Louis—Electric-light and Power-plant Improvements.—The North American Co., it is reported, will expend \$2,000,000 on improvements to the plant of the Union Electric Light & Power Co. The American Company can be addressed in care of the Union Electric Light & Power Co.

St. Louis—Coal-mining.—Andrew F. Browne, Thomas Browne, John N. Frank and Patrick H. Clarke have incorporated the Browne Coal Co. to mine coal, etc.; capital \$50,000.

St. Louis—Construction Company.—R. T. Millot, George T. Hill, L. V. Hill and associates have incorporated the George T. Hill Construction Co., with \$2000 capital.

St. Louis—Contractors.—Louisiana Contracting Co. has been incorporated, with \$3000 capital, by Ignatius L. Schwedtmann, Chas. A. Houts and Robert Funkhouser, to do a general contracting business.

St. Louis—Iron, Brass and Steel Foundry, etc.—Incorporated: Kingsland-Kay-Cook Manufacturing Co., with \$120,000 capital, by George Kingsland, Arthur H. Kay and Abraham Cook, to manufacture and deal in iron, brass, steel, sheet metal, tools and machinery.

#### NORTH CAROLINA.

Albemarle.—The Wiscasset Mills Co. of Albemarle, N. C., will have 44,000 square feet of floor space in its additional building, reported last week. Machinery has been purchased. Electricity will be the motive power.

Andrews—Water-works, Electric-light and Power Plant and Telephone System.—Andrews Light & Power Co. has incorporated with \$100,000 capital to construct and operate water-works, electric-light and power plant, telephone system, etc.; incorporators, J. Q. Barker, E. G. Henneman and others.

Beaufort—Hardware-supply Company.—The Chadwick Hardware Supply Co. has been incorporated, with an authorized capital of \$25,000, by W. S. Chadwick, C. T. Chadwick and W. W. Chadwick.

Charlotte—Card-clothing Factory.—The Southern Card Clothing & Reed Co., recently reported, has reorganized and increased its paid-up capital from about \$10,000 to \$20,000. It has ordered machinery for doubling the capacity of its reed department, and will add plow-grinding machinery to the card-clothing department, contract not having been placed as yet. This company will enlarge its plant from time to time as required, manufacturing card clothing for cotton and woolen mills, loom reeds, slasher combs, etc., and various other mill supplies.\*

Charlotte—Cotton Mill.—The Mecklenburg Cotton Mills, previously reported organized and to establish a 6500-spindle mill, has completed the erection of suitable building and will, it is reported, install 15,000 spindles and 150 looms.

Cromartie—Manufacture Pine Product.—John T. Denny, Daniel H. Brown, C. H. Denny, George N. Denny and Thomas J. Peterson have incorporated the National Pine Product Co., with an authorized capital of \$10,000.

Durham—Hosiery Mill.—The Stone Hosiery Mills, reported last week as establishing plant, has been sold to Messrs. E. H. Bowling, J. E. Bowling and N. M. Greenhill, who will add new machinery; company chartered with \$50,000 capital stock.

Fayetteville—Planing Mill.—Fayetteville Planing Mill Co. has been incorporated, with an authorized capital of \$25,000, by W. J. McDiarmid, J. C. McDiarmid and L. N. Whitted.

Goldboro—Telephone System.—Carolina Telephone & Telegraph Co. has secured franchise to operate a long-distance exchange in Goldboro.

Greensboro—Bobbin Factory.—Sherwood Bobbin & Manufacturing Co. will increase capital stock to \$50,000 to enlarge business.

Greensboro—Cigar Factory.—Incorporated: The J. P. Scales Cigar Co., with \$50,000 capital to manufacture cigars by J. P. Scales, Z. V. Taylor and others.

Lumberton—Drug Company.—The McLean-Rozier Company has been incorporated with an authorized capital of \$25,000 by A. T. McLean, R. G. Rozier of Lumberton and Hector McLean of Maxton, N. C.

Pomona—Drain-pipe Works.—Pomona Terra-Cotta Co. has increased capital from \$25,000 to \$50,000.

Salisbury—Real Estate.—Incorporated: The Salisbury & Spencer Land Co., with an authorized capital of \$15,000, by J. H. Henderson, J. S. McCubbins, E. H. Harrison, D. L. Gaskill and N. B. McCanless.

Sanford—Lumber Company.—H. I. Thompson, J. F. Sweatt and others of Greensboro, N. C., have incorporated the Moore Lumber Co. with \$10,000 capital.

Thomasville—Safe Factory.—Incorporated: The Lambeth Safe Co., with \$50,000 capital, by R. L. Lambeth, John H. Shaw and others, to manufacture safes, etc.

Thomasville—Feed Mill.—The Thomasville Milling Co. has incorporated, with an authorized capital of \$50,000, to establish feed mill; incorporators, J. W. Lambeth, P. M. Lambeth, G. A. Allison, R. L. Lambeth and J. R. Myers.\*

#### SOUTH CAROLINA.

Anderson—Cold-storage Plant.—J. F. McClure, Jr., and associates will erect building and equip with machinery for refrigerating purposes.\*

Camden—Gold Mines.—John Wilson Brown, 11½ East Pleasant street, Baltimore, Md., has purchased gold-mining properties near Camden.

Charleston—Foundry and Machine Shop.—Charleston Machinery & Manufacturing Co. is being incorporated by Armin Hartrath, A. S. Dickson, Charles Shimer, J. Ross Hannah, Julian Mitchell, Jr., and George H. Moffett; capital \$50,000.

Conway—Furniture Factory.—J. C. Spivey, M. W. Collins and A. E. Goldfinch have applied for a charter for the Kingston Furniture Co., with \$2500 capital, to manufacture and deal in furniture.

Gaffney—Cotton Mill.—The Irene Mills, recently reported incorporated with \$50,000 capital, will at once install machinery for manufacturing damask. Carding, spinning and weaving machinery will be in position ready for operation by April 1.

Greenville—Reservoirs.—Paris Mountain Water Co. is completing arrangements for the construction of two additional storage reservoirs having a capacity of 20,000,000 and 10,000,000 gallons, respectively, to be connected with No. 1 (present) reservoir by pipes varying in size from 16 to 30 inches. (The Manufacturers' Record reported this company in October as to supplement its gravity water supply on Paris mountain by extending a conduit further around the mountain and impounding the waters of Buckhorn and Woods creeks.) G. H. Rettew is general superintendent.

Dillon—Real Estate.—T. A. Dillon, C. T. O'Ferral, E. L. Moore and R. S. Moore are organizing the Dillon Land & Improvement Co.

Lake City—Brick Plant.—T. R. Milburn will establish plant for the manufacture of common and press brick.\*

Yorkville—Telephone System.—Reports state that the Southern Bell Telephone & Telegraph Co., Atlanta, Ga., has secured franchise to construct and operate telephone and telegraph system.

#### TENNESSEE.

Bearden—Brick Works.—Reports state that J. T. Dean has purchased site near Bearden on which to erect brick works at a cost of \$20,000.

Brownsville—Drug Company.—Chartered: F. E. Glass Drug Co., with \$7000 capital, by F. E. Glass, Mann Willis, S. F. Thomas, William Thomas and B. F. Capell.

Camden—Electric-light Plant.—City is arranging to build electric-light plant; L. A. Wyatt, superintendent.\*

Chattanooga—Stove Foundry, etc.—Incorporated: The Gibson-White Company, with \$10,000 capital, to manufacture stoves, tinware, etc., by Filmore Gibson of Chattanooga, Tenn.; William White, W. E. White, C. A. White and D. S. Adams, all of Dayton, Tenn. The company has purchased site on Elm street on which to erect foundry.

Chattanooga—Refrigerator Factory.—Reports state that the Trust Company of Georgia, Atlanta, Ga., has purchased plant of the Keyser Manufacturing Co. (manufacturing the "Odorless" refrigerator), which will be extensively improved and operated. G. G. Raoul of Savannah, Ga., will be president of the new company organized to operate it.

Dickson—Iron Furnace.—The Tennessee Iron & Land Co. is reported as to begin the construction this year of its proposed coke furnace. J. O. Griffith is president.

Elizabethton—Copper Mines.—Reports state that Attorney John M. Simerly is negotiating with Eastern capitalists relative to the purchase of 100 acres of land in the Stony Creek valley containing copper-ore deposits. If deal is consummated, the mines will be extensively operated.

Elizabethton—Woolen Mill.—It is reported that J. M. Lacy and W. F. Scott will develop a water-power and establish woolen mill or some other manufactory.

Gallatin—Buggy and Implement Company. Chartered: The Gallatin Buggy & Implement Co., with \$5000 capital, by J. B. Deeds, W. G. Hirsig, E. T. Booth and associates.

Greenbrier—Tobacco Factory.—Webster & Roe, reported last week as to build tobacco factory, will erect main building 36x100 feet, and another building 40x50 feet, and will prize and prepare for market about 6000 pounds of loose tobacco daily. J. D. Corkran is engineer in charge.\*

Humboldt—Marble Works.—Incorporated: The Humboldt Marble Works, with \$10,000 capital.

Jellico—Handle, Spoke and Rim Factory.—T. H. Rodeheaver is arranging for the erection of building to be equipped with machinery for manufacturing hickory handles, spokes and rims.

Lebanon—Planing Mills, etc.—The Lebanon Planing Mill & Lumber Co. has been incorporated, with \$3000 capital, by I. W. Buchanan, A. W. Hooker, J. M. Fakes, Lee Kirkpatrick and C. D. Fakes.

Memphis—Electric-light and Power Plant and Gas Plants.—Merchants' Light & Power Co., previously reported organized with \$500,000 capital to erect electric-light plant and two gas plants for municipal and private use, has completed organization with L. Bry of St. Louis, Mo., president; Hugh Pettit, vice-president, and R. W. Uhlman, secretary-treasurer.

Johnson City—Water-works and Electric-light Plant.—City contemplates voting on a \$200,000 bond issue, \$250,000 to be used for purchasing local water-works system and \$50,000 for building an electric-light plant. Address The Mayor.

Nashville—Cement Plant.—It is reported that A. J. Millen of Battle Creek, Mich., is investigating with a view to establishing cement plant.

Shelbyville—Cannery.—The company reported last week as to establish cannery with a daily capacity of 20,000 cans of tomatoes, beans, potatoes and pumpkins, has incorporated as the Duck River Valley Canning Co.

#### TEXAS.

Austin—Cotton Gin and Grist Mill.—Cordz Milling Co. has incorporated, with \$75,000 capital, to operate grist mills and cotton gins; incorporators, H. V. C. Cordz, C. M. Pease and Julian Cordz.

Beaumont—Saw-mill.—W. H. Aldridge will erect saw-mill, either 80,000 capacity circular or 65,000 capacity band mill; office, Iowa Building.

Brownwood—Drug Company.—Incorporated: Camp-Bell Drug Co., with \$20,000 capital, by D. S. Camp, W. R. Roberts and A. H. Bell.

Canyon City—Telephone System.—The Northwest Texas Telephone Co., reported incorporated last week with \$10,000 capital, will build 300 miles of toll line with exchanges (metallic circuit), and also contemplates increasing capital to \$20,000. John A. Wallace is architect in charge.\*

Clarendon—Trading Company.—C. C. Powell and associates have incorporated the Powell Trading Co., with \$25,000 capital.

Cleburne—Railroad Shops.—It is reported that the Gulf, Colorado & Santa Fe Railroad is arranging for the erection of proposed shops at a cost of about \$200,000, and contract for the construction will shortly be let. C. F. W. Felt, Galveston, Texas, is chief engineer.

Como—Mercantile.—B. N. Smith and others have incorporated the Como Mercantile Co., with \$10,000 capital.

Coolidge—Hardware Company.—Morgan-Reed Hardware Co. has been incorporated with \$6000 capital by T. C. Morgan, E. L. Morgan and R. L. Reed.

Dallas—Woodworking Plant.—Incorporated: Mechanics' Woodwork Manufacturing Co., with \$5000 capital, by W. H. Mott, J. A. Johnson and T. M. De Loach.

Dallas—Mercantile.—J. B. Wilson and associates have incorporated the Wilson Company, with \$50,000 capital.

Ennis—Flour Mill.—It is reported that a



flour mill will be built. Address J. Blakey, president People's National Bank.

**Fort Worth—Live-stock Company.**—Incorporated: Fort Worth Blooded Stock Co., with \$40,000 capital, by B. L. Waggoman, Stuart Harrison, W. D. Williams and associates.

**Galveston—Oil Wells.**—R. W. Rowland, M. Nichols and Fred Rowland have incorporated the East Texas Oil Co. with \$50,000 capital to drill for oil.

**Houston—Oil Wells.**—F. B. West, John T. Boyle, G. D. Parker and others have incorporated the Commonwealth Oil Co. with \$10,000 capital to drill for oil.

**Houston—Rice Mill.**—Texas Rice Mills is the name of company previously reported organized with W. O. Neuhaus, president; C. W. Robinson, vice-president; Bernard Brown, secretary, and C. P. Shearn, treasurer, to erect \$70,000 rice mill and equip for a daily capacity of 1000 barrels.

**Houston—Oil Wells.**—Chartered: Star Oil Co., with \$25,000 capital, by T. W. House, D. R. Beatty and J. H. B. House, to drill for oil.

**Houston—Irrigation Company.**—Cane & Rice Belt Irrigation Co. has been incorporated with \$100,000 capital by Ben Campbell, J. M. Frost and associates.

**Houston—Oil Wells.**—Dr. Frank B. King, J. W. Boynton and H. L. McWilliams have incorporated the All Right Oil Co. with \$10,000 capital to drill for oil.

**Houston—Sand-brick Works.**—Houston White Brick Co., previously reported incorporated with \$80,000 capital for the manufacture of white brick from sand, has secured permit for the erection of \$5000 plant.

**Lufkin—Electric-light and Power Plant.**—S. W. Henderson, G. A. Hackney and J. S. Henderson have incorporated the Lufkin Electric Light & Power Co., with \$30,000 capital.

**Marquez—Mercantile.**—R. W. Barkley and others have incorporated the Barkley Mercantile Co. with \$5000 capital.

**Marble Falls—Canning Factory.**—Otto Ebling, cashier First National Bank, is reported as to establish canning factory. About \$3050 will be invested.

**Nacogdoches—Cigar Factory.**—Nacogdoches Cigar Co. has been incorporated with \$10,000 capital by John Schmidt, S. L. Miller, F. C. Ford and others for the establishment of cigar factory previously reported.

**Orange—Piano Factory.**—Chartered: Orange Piano & Manufacturing Co., with \$50,000 capital, and privilege of increasing to \$200,000, by William Stark, E. W. Brown, C. M. Rein, L. Miller and W. W. Reid, to establish piano factory. The company is having plans prepared for the erection of necessary buildings.

**Peach—Orchard Company.**—Fidelity Orchard Co. has been incorporated with \$5000 capital by Carroll York, Alfred R. Baker, M. M. York of Winnsboro, Texas; Herbert P. Andrews and Robert K. Mickey of St. Louis, Mo.

**Roganville—Lumber Mill.**—It is reported that H. D. Applegate of Roganville and W. W. Wilson of Houston, Texas, have purchased the mill of the W. E. Trotter Lumber Co., and will incorporate the Jasper County Lumber Co. to operate it, enlarging the plant and increasing the capacity.

**Royce City—Washing Machine.**—Texas Twentieth Century Washing Machine Co. has been incorporated with \$10,000 capital by A. C. Pedigo, R. Z. Dyer, E. G. Cochran and others.

**Temple—Ice-cream Factory.**—T. E. Noel, it is reported, has secured building and is installing machinery for the manufacture of ice-cream.

**Tyler—Real Estate.**—Southern Land & Loan Co. has been incorporated with \$5000 capital by A. T. Cook, A. V. Ealy and A. L. Elliott.

**San Antonio—Canning Factory.**—Reports state that the Farmers' Institute contemplates establishing canning factory with a daily capacity of 10,000 cans.

**Sulphur Springs—Cotton Mill.**—It is proposed that the cotton-mill company mentioned last week be organized with capital stock of \$150,000 and build a 10,000-spindle plant. No definite plans have been completed. The Business League can give information.

**Waco—Machine Shop.**—Waco Machinery & Supply Co. has been incorporated, with \$25,000 capital, by A. P. Duncan, W. R. Clifton, W. W. Seley and others, to manufacture and repair machinery.

#### VIRGINIA.

**Bassett—Chair Factory.**—Smith River Chair Co. has been incorporated, with J. B. Bassett, president; G. J. Penn, vice-president, and R. B. Burchfield, secretary-treasurer, to manufacture chairs; capital, \$5000 to \$25,000.

**Boydton—Lumber Company.**—The Cogbill-Goode Lumber & Manufacturing Co. has been organized with B. E. Cogbill, president; Thomas F. Goode, vice-president; W. E. Carter, secretary; E. W. Overby, treasurer, and M. P. Watkins, general manager.

**Bristol—Grocery Company.**—Hammer-Lynn-Kaylor Company has been incorporated, with an authorized capital of \$10,000. J. P. Hammer is president; W. H. Lynn, vice-president, and E. M. Kaylor, secretary-treasurer (all of Bristol, Tenn.).

**Burkeville—Heading and Saw Mill.**—The Bradshaw-Lapham Manufacturing Co. will rebuild heading and saw mill reported burned last week at a loss of \$3000.

**Lynchburg—Cornmeal Mill.**—Incorporated: Piedmont Mills, with J. I. Pritchett of Danville, Va., president; W. B. Hill, secretary, and N. D. Eller, assistant secretary and treasurer; capital, \$100,000 to \$300,000. The company has purchased the flour and feed mills of S. C. Hurt & Sons, which will be enlarged and operated.

**Lynchburg—Box Factory.**—Incorporated: The Old Dominion Box Co., with an authorized capital of \$20,000, to manufacture boxes of all kinds. T. M. Terry is president; G. D. Wirt, vice-president, and John W. Dillard, Jr., secretary-treasurer.

**Lynchburg—Mercantile.**—The Bowling & Gilbert Company has been incorporated with an authorized capital of \$50,000. C. Gilbert is president, and W. C. Bowling, vice-president.

**Meadowview—Hardware Company.**—Incorporated: Ritchie, Vance & Co., with \$10,000 capital; D. G. Ritchie of Meadowview, president and general manager; J. L. Vance, vice president, and Q. A. Eller, treasurer (both of Chilhowie, Va.).

**Newport News—Novelty Factory.**—Novelty Manufacturing Co. has incorporated, with an authorized capital of \$25,000, to manufacture and sell an attachment for gas stoves and ranges, etc.; O. D. Batchelor, president, and J. Reed Curry, secretary-treasurer.

**Norfolk—Woodworking Plant.**—City Manufacturing Co. has incorporated, with an authorized capital of \$15,000, to establish plant for manufacturing truck packages, boxes, barrels, furniture and other articles of wood. J. M. White is president; G. J. Sherron, vice-president, and Wilson White, treasurer.

**Norfolk—Publishing.**—The Norfolk-Newport News Publishing Co. has been incorporated with an authorized capital of \$150,000 for the publication of the Norfolk Public Ledger and the Newport News Times-Herald. S. L. Slover is president; Harvey L. Wilson, vice-president, and P. T. Marshall, secretary-treasurer.

**Pulaski—Coal and Coke Company.**—Deep-water Coal & Coke Co. has incorporated, with an authorized capital of \$100,000, to deal in coal, etc. A. F. Saunders of Baltimore, Md., is president; C. P. Jordan, vice-president, and J. H. Shuff, secretary-treasurer (both of Pulaski, Va.).

**Richmond—Amusement Park.**—Incorporated: The Richmond Park Co., with Gilles B. Jackson, president; W. S. Seldon, vice-president; Hezekiah Curtis, treasurer, and T. H. Reed, general manager, to establish amusement park; authorized capital, \$25,000.

**Richmond—Real Estate.**—The Richmond Land & Improvement Co. has been incorporated with J. C. Boshier, president, and T. J. Payne, vice-president; capital \$5000 to \$25,000.

**Salem—Water-works Improvements.**—Prof. J. N. Ambler, city engineer, is preparing plans and specifications for steel water tower 100 feet high, capable of holding 150,000 gallons, for increasing the city's water supply. Address The Mayor.

**Shenandoah—Planing Mill.**—Shenandoah Planing Mill Co. contemplates installing additional machinery for increasing the capacity of plant.

#### WEST VIRGINIA.

**Beckley—Coal Mines and Coke Ovens.**—Cranberry Fuel Co. has incorporated, with \$500,000 capital, to mine coal, manufacture coke, etc.; incorporators, H. P. Thomas, R. F. Patterson, Percy H. Henry, B. W. Fordham and Clarence J. Henry, all of Fayetteville, W. Va.

**Berkeley Springs—Water-works and Electric-light Plant.**—The West Virginia Sand Co. states there is no truth in the report mentioned last week that they had purchased, would improve and operate the Berkeley Springs water-works and electric-light plant.

**Bluefield—Coal Tipples.**—The St. Paul Coal Co., previously reported incorporated with \$50,000 capital, has completed organization with R. E. Shirley, president and general manager; H. Archer Mitchell, vice-president, and W. S. Foutz, secretary-treasurer. The company has secured site on which to erect coal tipples.

**Bluefield—Fuel and Supply Company.**—Incorporated: Standard Fuel & Supply Co., with \$20,000 capital, by O. C. Jenkins, G. H. Alexander, L. A. Dunn, F. M. Peters and Bernard McClaugherty.

**Ceredo—Steamboat Company.**—J. C. Hopkins, P. S. Marcum, E. C. Kirker, G. F. Adams and A. Wolfe, all of Catlettsburg, Ky., have incorporated the Sandy Valley Packet Co., with \$10,000 capital, to build and operate steamboats.

**Clarksburg—Coal Mines, etc.**—O'Gara Coal Mining Co. has been incorporated, with \$200,000 capital, by Thomas J. O'Gara, Chas. R. Campbell, Lawrence J. Walsh, Wm. A. Brewston and Frank E. Martin, all of Chicago, Ill., to mine and deal in coal and coke.

**Durbin—Saw-mill.**—It is reported that the Craig Lumber Co. will erect saw-mill.

**Grafton—Woolen Mill.**—The Webster Woolen Mills Co., recently reported incorporated with \$25,000 capital, has organized with B. F. Sayre, president; A. Hood Phillips, vice-president, and B. F. Bailey, secretary. This company acquires an established mill, to which will be added some new machinery.

**Keyser—Electric-light-plant Improvements.**—The Keyser Electric Light Co. contemplates enlarging plant. F. M. Reynolds is president.

**Leewood—Mercantile.**—F. B. Imboden Company has been incorporated with \$10,000 capital by James D. Foster and others.

**Milton—Trousers Factory.**—Incorporated: The Continental Pants Co., with \$10,000 capital, by J. E. Erwin, A. E. Erwin, F. L. Erwin, Walter Wilson and T. B. Wilson, to manufacture trousers.

**New Martinsville—Flour Mill.**—It is reported that Mont Francis, Robert Morris and Frank Shuman have purchased and will operate the flour mill of John Nuzum.

**New Martinsville—Oil Wells and Coal Mines.**—C. F. Lowther, J. W. Kaufman, C. A. Lowther, W. R. Fitch and Brent Shriver have incorporated the Lowther-Kaufman Oil & Coal Co. with \$2,000,000 capital to develop oil and coal lands.

**Roundbottom—Sand-mining.**—Reports state that Charles Schad of Benwood, W. Va., representing a syndicate, has purchased at \$20,000 the John Clark farm, containing 180 acres of land, on which is located the mining plant of the Chestnut Hill Mining Co., which will be extensively improved and operated. The company also has under consideration the erection of a plant for the manufacture of patent plaster from the sand mined.

**Wheeling—Paper Company.**—Clarke Paper Co. has been incorporated with \$25,000 capital by John H. Clarke, Geo. W. Clarke, Frank G. McVey of Wheeling, James P. Lythe and John B. Bain of New Concord, Ohio, to deal in printers' supplies, etc.

**Wheeling—Oil Wells.**—C. R. Hubbard, W. W. Simpson, Nelson C. Hubbard and associates have incorporated the Criswell Oil Co. with \$200,000 capital to drill for oil.

**White Sulphur Springs—Development Company.**—The Southern Development & Construction Co. of Philadelphia, Pa., has been incorporated with \$250,000 capital by Daniel O'Connell of White Sulphur Springs, James H. C. Barr, E. Cooper Shapley, Edwin C. Neorn of Philadelphia, Pa., and James F. Lightner of Danville, Va.

#### INDIAN TERRITORY.

**Mill Creek—Telephone System.**—J. D. Kerley and John R. Chitwood have secured franchise to construct telephone system.

#### OKLAHOMA TERRITORY.

**Burmah—Cotton Gin.**—J. W. Womble, H. A. Castleberry, E. Arnold and W. I. Fine have incorporated the Burmah Gin Co. with \$4000 capital.

**Jet—Telephone System.**—Incorporated: The Jet Rural Telephone Co., with \$5000 capital, by J. H. Barnes, R. M. Cavett, J. T. Andrew, F. P. Cary, C. J. Bontrager, W. G. Moorman and others.

**Lawton—Gas-pipe Line.**—City has granted franchise to the Dennig Investment Co. to furnish the city with natural and artificial gas.

**Lawton—Gas-pipe Line.**—Baertick-Gibler Company has secured franchise for piping natural and artificial gas into the city.

**Norman—Machinery Manufacturing.**—J. L. Rollins, J. Sullivant, John S. Mosier, J. B. Dudley and Sam Jones have incorporated the Oklahoma Cotton-Picking Separator & Machinery Co. with \$50,000 capital.

**Norman—Lumber Company.**—The Barker Lumber Co. has been incorporated with \$10,000 capital by Bland C. Barker, Willa F. Barker of Norman, Walter Seth Morrow and James N. Burns of Golden City, Mo.

**Oklahoma City—Development Company.**—

Incorporated: The Toledo Development & Exploration Co., with \$3,500,000 capital, by G. W. Patrick, J. S. Patrick, J. S. Carle, A. L. Hudson of Oklahoma City, C. C. Pottenger of Shawnee, O. T., and associates.

**Oklahoma City—Engraving Company.**—The Harper Engraving Co. has been incorporated, with \$25,000 capital, by Hathaway Harper, William F. Harper and George S. Ryan.

**Oklahoma City—Sheet-metal Works.**—The O. K. Metal & Manufacturing Co., and not the Oklahoma Metal & Manufacturing Co. is the correct title of company previously reported incorporated with \$25,000 capital. The company is arranging for the erection of necessary buildings; T. S. Finch, engineer in charge; office, 319 W. Main street.\*

**Oklahoma City—Hardware Company.**—The Oklahoma Hardware Co. has amended charter changing name to the Armstrong Hardware Co. and increasing capital from \$100,000 to \$500,000.

**Sayre—Mercantile.**—D. B. Welty, Carl C. Pritchard and Alex. Evans have incorporated the Western Mercantile & Trading Co. with \$10,000 capital.

**Thomas—Creamery.**—I. L. Herren, D. L. Hook, Frank Beemer, J. S. Hudson, K. V. Cline and others have incorporated the Thomas Creamery Co. with \$2000 capital.

#### BURNED.

**Bennettsville, S. C.**—Southern Cotton Oil Co.'s plant; loss \$100,000.

**Brookhaven, Miss.**—George Bowsky's clothing store; loss \$20,000.

**Dallas, Texas.**—J. F. Zang Co.'s store building at 301 Elm street; loss \$80,000.

**Hanover, Va.**—W. B. Rosson & Sons' saw-mill.

**Headland, Ala.**—Headland Square Bale Ginning Co.'s cotton gin; loss \$10,000.

**Kansas City, Mo.**—Burd & Fletcher Printing Co.'s plant at 719 Wyandotte street; loss \$100,000.

**Louisville, Ky.**—Callahan & Sons' warehouse and grain elevator damaged.

**Memphis, Tenn.**—Valley Oil Mills; loss \$150,000.

**Mexia, Texas.**—C. H. Hewitt's broom and mattress factory; loss \$900.

**Middlesboro, Ky.**—Pinnacle Lumber Co.'s plant; loss \$8000.

**New Orleans, La.**—C. N. Maestri Furniture Manufacturing Co.'s plant; loss \$100,000.

**Providence, Md.**—Kenmore Pulp & Paper Co.'s mill damaged by fire; loss \$3000.

**Richmond, Va.**—Southern Asbestos Co.'s plant damaged.

**Rochelle, La.**—Louisiana Lumber Co.'s electric-light plant, ice factory and machine shops.

**Roxboro, N. C.**—Bethel Hill Institute, J. A. Beam, principal; loss \$8000.

**Union, S. C.**—Bailey Lumber & Manufacturing Co.'s plant.

**Walnut Cove, N. C.**—Mathes & Phillips' distillery.

**West Point, Va.**—West Point Female Seminary.

#### BUILDING NOTES.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

**Batesburg, S. C.**—Bank Building.—Citizens' Bank of Batesburg, organized with Dr. W. H. Timmerman, president, will erect brick bank building.

**Baton Rouge, La.**—School Building.—Plans by L. S. Weatherly of Memphis, Tenn., have been adopted for proposed two-story brick and stone school building to be erected at a cost of \$25,000.

**Beaumont, Texas.**—Office Building.—J. Frank Keith, president of the Keith Lumber Co., is arranging for the erection of addition to office building on Pearl street, to be of brick, 90x140 feet.

**Birmingham, Ala.**—Warehouse.—The Crane Company will erect three-story brick warehouse at a cost of \$50,000 to replace one recently burned.

**Bramwell, W. Va.**—Church.—J. T. Smith has completed plans for \$10,000 edifice reported last week to be erected by the Methodist Episcopal Church, South, and bids for the construction are being received; structure to be of fireproof construction, 55x90 feet, hot-water heating plant, etc. S. H. Vaughn is pastor.\*

**Brunswick, Ga.**—Church.—T. Jefferson Darling, Waycross, Ga., has contract previously reported as having been let for the

erection of \$12,000 brick edifice for the First Methodist Church.

Calera, Ala.—School Building.—City has voted affirmatively the \$5000 bond issue previously reported for the erection of school building. Address Dr. J. H. Gunn.

Chattanooga, Tenn.—Buildings.—C. Nixon, captain and quartermaster, U. S. A., custom-house building, Chattanooga, Tenn., will open bids March 1 for constructing (including plumbing, heating and gaspiping, where required) at Fort Oglethorpe, Ga. (Chickamauga Park), one quartermaster's storehouse, one magazine, ordnance storehouse, one building, shelter for fire apparatus; one landstand, one double set quarters for civilian employees. Full information furnished on application. United States reserves usual rights.

Chattanooga, Tenn.—Apartment-house.—A. A. Dragoo of the Globe Clothing Co. is having plans prepared for a double apartment-house at 6th and Pine streets to be erected at a cost of \$5000.

Columbia, S. C.—Store Building and Stable. The People's Supply Co. will rebuild store building and stable recently burned.

Columbus, Ga.—Warehouse.—Dan Joseph Company has had plans prepared for a two-story warehouse 70x220 feet.

Conway, S. C.—School Building.—C. P. Quantlebaum, chairman Building Committee, will open bids March 1 for the erection of a two-story brick school building at Conway. Plans and specifications may be seen at office of H. E. Bonitz, architect, Wilmington, N. C., and at office of Chairman, Conway. Certified check for \$100 must accompany each bid. Usual rights reserved.

Dallas, Texas—Stable.—John Hamilton has secured permit to erect two-story brick stable 50x30 feet at a cost of \$1000.

Dallas, Texas—Rectory Improvements.—Sealed bids will be received at the office of Henry C. Barlow, architect, Jefferson and Main streets, Dallas, until February 1 for remodeling the parochial residence, Sacred Heart Cathedral, Dallas, in accordance with plans and specifications, copies of which may be obtained from architect. Usual rights reserved.

Dallas, Texas—Hotel.—Reports state that Lucas Bros., managers of the St. George Hotel, contemplate erecting hotel to cost from \$150,000 to \$200,000.

Daphne, Ala.—Wharf.—Belrose Wharf Co. has been incorporated, with \$5000 capital, by Robert L. Yulie and others, to build a wharf.

Decatur, Ala.—Opera-house.—Cowell & Love of Huntsville, Ala., are preparing plans for proposed \$30,000 opera-house.

Edna, Texas—Courthouse.—Jackson County Commissioners will receive plans, specifications and bids until March 1 for the erection of \$40,000 courthouse, said plans, specifications and bids to be filed with county clerk before date named. Certified check for \$500, made payable to County Judge, is required. Usual rights reserved. For information address County Judge, Edna, Texas.

El Dorado, Ark.—School Building.—J. F. Hanson, Camden, Ark., has contract at \$25,500 for the erection of two-story brick school building previously reported.

Fayetteville, N. C.—Church.—S. W. Foulk & Son, Greensboro, N. C., are preparing plans for proposed \$18,000 edifice for the First Baptist Church; structure to be of brick, 75x122 feet, with slate roof, hot-air heating plant, electric lights, etc.

Fayetteville, N. C.—Church.—S. W. Foulk & Son, Greensboro, N. C., are preparing plans for proposed \$16,000 edifice for the Baptist congregation.

Florence, S. C.—School Building.—Town will vote on a \$40,000 bond issue for the erection of school building. Address Town Clerk.

Fort Morgan, Ala.—Boathouse.—Lieut. G. T. Perkins, quartermaster, will open bids February 27 for the construction of a boathouse at Fort Morgan. A guarantee of 10 per cent. of amount of bid is required. Information, specification and blanks furnished on application. Government reserves usual rights.

Fort Worth, Texas—Church Improvements. The Mulkey Memorial Methodist Church will be enlarged and improved at a cost of \$20,000. Address George Mulkey.

Fort Worth, Texas—Apartment-house.—W. G. E. Roloff, Victoria Building, has completed plans for three-story brick apartment-house for W. T. Camp to cost \$40,000.

Fort Caswell, N. C.—R. H. Williams, quartermaster, Fort Caswell, will receive sealed bids in triplicate until February 27 for constructing, plumbing and wiring gymnasium. Information furnished on application. United States reserves usual rights.

Glasgow Junction, Ky.—Hotel.—E. H.

Mentz, owner of the Mentz Hotel, is having plans prepared for hotel reported last week to be erected, replacing structure recently burned.

Gretna, La.—Church.—Presbyterian congregation is having plans prepared by Alexander Hay, 421 Carondelet street, New Orleans, La., for the erection of \$2500 edifice.

Grundy, Va.—Courthouse.—Buchanan County Supervisors have adopted plans and specifications for Frank P. Milburn, Columbia, S. C., for proposed \$35,000 courthouse, and contract for construction will be let April 15.

Helena, O. T.—School Building.—E. S. Wilhite, secretary Board of Trustees, will open bids February 10 for the erection of county high school building. Separate bids will be received for heating, ventilation and sanitary appliances. Cash or certified check of \$500 for building and \$500 for heating, payable to G. M. Kneeland, treasurer. Plans, etc., at office of secretary and at office of Wm. P. Schrage, architect and superintendent, P. O. Box 529, Kansas City, Mo.

Hereford, Md.—Church.—Baptist congregation is having plans prepared by George W. Howard for the erection of \$3000 edifice.

High Point, N. C.—Store and Office Building.—Rev. W. M. Bagby, it is reported, will erect three-story store and office building to cost \$10,000.

Hot Springs, Ark.—Church.—Presbyterian church has had plans prepared by Chas. L. Thompson, Little Rock, Ark., for the erection of two-story edifice 90x68 feet, of brick with slate roof, concrete flooring, at a cost of \$25,000; French W. Thompson, pastor.

Houston, Texas—Office Building and Warehouse.—International & Great Northern Railroad has had plans prepared for two-story stone and brick office building, 6x15 feet, and one-story brick and steel warehouse, 50x24 feet. J. D. Trammel, Palestine, Texas, is chief engineer.

Houston, Texas—Dwelling.—Patillo Higgins will erect two-story residence at a cost of \$5200.

Humble, Texas—Hotel and Business Building.—The Crosby Hotel Co. has had plans prepared by Harry Malcolm of Houston, Texas, for a two-story hotel and business building 60x75 feet.

Jacksonville, Fla.—Sanitarium.—Incorporated: De Soto Sanitarium, with Dr. Solace Mitchell, president; Dr. Percy J. Stollenwerk, vice president; Dr. Carey P. Rogers, secretary, and Dr. John E. Boyd, treasurer, to establish a sanitarium.

Jacksonville, Fla.—Dwelling.—C. D. West Company has contract to erect \$3200 residence for Rev. J. T. Boone, previously reported, after plans by W. B. Camp.

Kansas City, Mo.—Office Building.—Matt O'Connell, 543 New Ridge Building, is preparing plans for 11-story office building 31x142 feet, of reinforced concrete construction, steam heat, electric lights, and costing \$175,000, reported last week to be erected by E. T. O'neal, 524 Dwight Building, and associates.

Knoxville, Tenn.—Store Building.—Thomas & Turner have contract to erect three-story brick store building at 425 Gay street for Reber & Bricketto.

Knoxville, Tenn.—Hotel Improvements.—It is reported that an addition will be built to the Gayoso Hotel. L. P. Parker is manager.

Knoxville, Tenn.—Store and Office Building.—Dr. H. A. Ijams, it is reported, is arranging for the erection of six-story store and office building at Union avenue and Walnut street.

Lake Charles, La.—Store and Office Building.—Van Phil & Gordon have had plans prepared by I. C. Carter for the erection of two-story store and office building at a cost of \$10,000, and bids for the construction will be received until February 1.

Laredo, Texas—Postoffice, Courthouse and Custom-house.—James Knox Taylor, supervising architect, Treasury Department, Washington, D. C., will open bids March 21 for the construction complete, except elevator and wiring, of the United States postoffice, courthouse and custom-house at Laredo, Texas, in accordance with drawings and specifications, copies of which may be had at the office of the supervising architect, or at the office of postmaster, Laredo, Texas, at the discretion of the supervising architect.

Lawrenceburg, Tenn.—Courthouse.—Building Committee, M. Richardson, secretary, will open bids March 1 for the erection of courthouse for Lawrence county in accordance with plans and specifications on file at office of committee, Lawrenceburg, Tenn. Certified check for \$500 must accompany each bid. Usual rights reserved.

Leesville, La.—Bank Building.—A new bank being organized by John N. Gilbert and Beau-

regard Pipkin will erect brick bank building, for which plans have been prepared.

Louisville, Ky.—Dwellings.—Mrs. Minnie Bickle will erect \$8000 residence; Mrs. Frances Streng has permit to erect \$10,000 residence; W. A. Eulank will erect residence on Belgravia street to cost \$5000.

Louisville, Ky.—Office Building.—Columbia Finance & Trust Co. has secured permit to erect proposed \$25,000 office building at Third and Fourth avenues.

McComb, Miss.—School Building.—City will issue \$10,000 of bonds for school building. Address The Mayor.

McComb, Miss.—Church.—Methodist congregation contemplates the erection of edifice. Address The Pastor.

McComb, Miss.—Church.—W. M. Weathers, Jackson, Miss., has prepared plans for proposed edifice for the Baptist church, to be of brick, 47x78 feet, equipped with electric lights; cost \$14,000; Rev. E. D. Solomond, pastor.

Memphis, Tenn.—Business Buildings.—F. B. Young has contract to erect Stewart and Carter buildings, previously reported, at a cost of \$60,000, after plans by Shaw & Pfeil.

Memphis, Tenn.—Business Building.—Olson & Lesh have contract at \$120,000 for the erection of five-story building for John W. Dillard and Mrs. R. L. Coffin (previously reported), to be occupied by the Austin Clothing Co.

Meridian, Miss.—Depot.—Meridian Terminal Co. has accepted plans by Frank P. Milburn, Columbia, S. C., for \$250,000 union depot previously reported, to be 55x400 feet, and bids for the construction will shortly be asked.

Mobile, Ala.—Store and Flat Building.—Watkins & Hutchisson have completed plans for two-story brick and sandstone store and flat building for W. M. Cox to cost \$12,000, and bids for the construction will be received until February 15.

Murray, Ky.—School Building.—Reports state that the Murray Male and Female Institute, recently burned, will be rebuilt at a cost of \$25,000.

Nashville, Tenn.—Church Improvements.—Jos. H. Yeaman has contract to remodel Pentacostal Mission, reported last week, at a cost of \$7500.

Nashville, Tenn.—Hotel.—It is reported that Major E. B. Stahlman contemplates erecting hotel on site recently purchased on Church street.

Nashville, Tenn.—College Buildings.—Peabody College, it is reported, will expend \$250,000 in the erection of building, including the library and two dormitories to cost \$50,000, science hall to cost \$30,000, gymnasium \$30,000, laboratory \$40,000, chapel and society halls.

New Orleans, La.—Warehouse.—A. Baldwin & Co. will erect four-story brick warehouse with composition roof, at a cost of \$22,000.

New Orleans, La.—Church.—It is reported that the German Protestant Evangelical Church, reported burned last week, will be rebuilt; A. H. Becker, pastor.

Norfolk, Va.—Hotel.—Pine Beach Hotel Corporation has been incorporated, with an authorized capital of \$100,000; C. H. Consovo, president; W. H. Taylor, vice-president, and H. L. Lowenberg, secretary-treasurer.

Oklahoma City, O. T.—Business Building. The Security Building Co., reported last week as having increased capital from \$32,000 to \$56,000, has let contract to the Gross Construction Co. for the erection of three-story building 50x140 feet, previously mentioned. J. W. Hawk prepared the plans.

Paducah, Ky.—Business Building.—Friedman, Keller & Co. are having plans prepared by Architect Brainerd for a three-story building, 47x173 feet.

Paris, Texas—Buildings.—Sealed bids will be received at the office of James I. Giger, Paris, until February 6 for the construction of three frame buildings; also one brick (slate and steel roof) boiler-house for Johnson Handle Works. Certified check for \$200 must accompany each bid. Usual rights reserved. For plans and information address Jas. I. Giger.

Port Deposit, Md.—Tome Institute Building.—February 7 is the date set for submitting the estimates on construction for the buildings to be erected after plans and specifications by Wyatt & Nolting, architects, Builders' Exchange Building, 2 East Lexington street, Baltimore Md. Full details concerning the buildings, together with names of builders estimating, were recently reported.

Rosslyn, Va.—Building.—Capt. A. W. Butt, quartermaster, U. S. Army, Washington, D. C., will open bids February 4 for constructing

at Rosslyn a brick building for a coal-testing plant. Specifications and blueprints furnished on application. United States reserves usual rights.

Shawnee, O. T.—Library Building.—S. Weymss Smith, 1-3 Dundee Building, Fort Worth, Texas, is preparing plans for proposed \$15,000 Carnegie library building.

Spartanburg, S. C.—Stable.—H. E. Ravenel and W. R. Dillingham have purchased site on which to erect two-story stable.

Slidell, La.—Bank Building.—It is reported that the Covington (La.) Bank & Trust Co. has purchased site on which to erect bank building.

Spencer, N. C.—Association Building.—Frank P. Milburn, Columbia, S. C., has completed plans for proposed \$30,000 Y. M. C. A. building.

Staunton, Va.—Dwelling.—E. W. Stewart & Co. have contract to erect proposed two-story residence of cement blocks at a cost of \$4000 for Mrs. Wm. Lerner.

St. Louis, Mo.—School Building.—Bids will be received until February 10 for the erection of \$205,000 Shields School, for which plans by W. B. Ittner were previously reported as having been adopted by the Board of Education.

St. Louis, Mo.—Brewery Depot.—C. Mueller, 5511 North Broadway, has contract to erect two-story building 130x94 feet for the Gast Brewing Co., previously reported, to be part mill construction and part fireproof, have steam heat, electric and gas fixtures, and cost \$52,000.

St. Louis, Mo.—Business Building.—Martin Shaugnessy will erect five-story building on site recently purchased.

St. Louis, Mo.—Warehouse.—American Brake Co. has had plans prepared by Weber & Groves for the erection of two-story warehouse 176x261 feet at a cost of \$45,000.

St. Louis, Mo.—Dwellings.—Empire Real Estate & Construction Co. is having plans prepared by Mathews & Clark for 20 dwellings in Webster and Webster Park.

Thurmond, W. Va.—Store Building.—Standard Dry Goods Co., reported incorporated last week with \$25,000 capital, is having plans prepared by P. M. Snyder of Mt. Hope, W. Va., for the erection of three or four-story stone building, 50x80 feet.

Tulsa, I. T.—Municipal Buildings.—It is reported that the city has purchased site on which to erect City Hall, fire-department house and city jail.

Union, S. C.—Depot.—Union & Glenn Springs Railroad is arranging for the erection of proposed passenger station.

Washington, D. C.—Dwellings and Apartment-house.—G. Beale Bloomer will erect eight two-story dwellings and a four-story apartment-house.

Washington, D. C.—Dwelling.—C. A. Douglas, 2012 Wyoming avenue, has had plans prepared by Wood, Donn & Deming for the erection of proposed \$30,000 residence.

Washington, D. C.—Dwellings.—Julius Weing, 655 New York avenue, has completed plans for three residences to be erected by Peter Fersinger, 111 Rhode Island avenue N. W., to cost \$20,000.

Washington, D. C.—Bank and Office Building.—It is reported that the Metropolitan Citizens' Bank will erect bank and office building, seven or eight stories, at a cost of \$100,000.

Washington, D. C.—Apartment-house.—Lester F. Barr has purchased site on which to erect apartment-house.

West, Texas—School Building.—School Board, Warren Nelson, president, will open bids February 6 for the erection of a three-story brick school building. Plans and specifications can be seen at the office of Warren Nelson, West, Texas, and at the office of C. H. Page, Jr., Austin, Texas. Usual rights reserved.

Whitecastle, La.—Home Buildings.—Board of Control of the Lepers' Home have let contract to Caldwell & Yentzen of Iberville parish, Louisiana, for the erection of four 12-room cottages after plans by McKenzie & Torre, New Orleans, La.

Wilmington, N. C.—Building.—T. W. Wood has let contract to W. E. Glenn for the erection of three-story brownstone building to have plate-glass front, which will be occupied by the Postal Telegraph Co.

## RAILROAD CONSTRUCTION.

### Railways.

Anniston, Ala.—Wagon Bros. of Anniston have, it is reported, been awarded a contract by the Louisville & Nashville Railroad to build one mile of track at Emauee, on the Alabama Mineral road.



Arkansas City, Kan.—A prospectus of the Kansas-Oklahoma Railway shows that the line would run from Winfield, Kan., south via Arkansas City to Chillico, I. T., with a branch about halfway to Gueda Springs, Kan. L. H. P. Northrop is general manager at Arkansas City, and Thos. V. Hall is chief engineer at the same place. The distance from Winfield to Chillico is 24 miles.

Baltimore, Md.—The Maryland, Delaware & Virginia Railway Co., which represents a consolidation of the Queen Anne's Railway, the Weems and Chester River lines of steamers, has been chartered with the following directors: Nicholas P. Bond, H. P. Scott, Archibald H. Taylor, Ralph Robinson, Andrew C. Gray, Harlan G. Scott, H. L. Fulenwider, Edward Duffy, Edward P. Hill, Edward P. Keech, Albert J. Benjamin, William L. Rothstein and John S. Gibbs. An extension of the railroad may be built.

Birmingham, Ala.—Reported that a branch railroad will be built from either Millstead or Tallassee, Ala., to connect with the proposed Mobile & West Alabama Railroad, of which J. A. Montgomery, 1021 First National Bank Building, is chief engineer.

Carriazo Springs, Texas.—Col. W. A. Squires is reported as saying that grading will be started immediately by the contractors, Ward & Lee, on the proposed Nueces Valley, Rio Grande & Mexico Railway, they having a contract for 20 miles.

Clarksburg, W. Va.—The West Fork & Valley River Railroad Co. of Clarksburg has been incorporated to build a line from Clarksburg to Grafton, W. Va., about 20 miles. The incorporators are Gordon B. Late, H. F. Armstrong, C. H. Warner of Bridgeport, Harrison county, West Virginia; R. G. Altizer and Philip Steplae of Clarksburg, W. Va.

Charleston, S. C.—The Charleston & Summerville Electric Railway Co. has received its charter, and has organized by electing officers as follows: President, Ogden Edwards of Troy, Ohio; vice-president and general manager, Robert Janvier Smith of Summerville; secretary and treasurer, E. P. Guerard of Charleston; directors, Allen Edwards of McGuffey, Ohio; J. W. Davis of Troy, Ohio; George Tupper of Summerville, Ogden Edwards of Troy, Ohio, and E. P. Guerard of Charleston. The company proposes to build a line from Charleston to Summerville, S. C., about 30 miles. Gen. A. J. Warner of Marietta, Ohio, and Gainesville, Ga., is said to be interested.

Chattanooga, Tenn.—The Chattanooga & Montlake Railroad is reported to have completed two miles of line from Montlake, on the Cincinnati Southern Railway, to coal mines at the mouth of the North Chickamauga creek, and is also extending for two miles along the creek. A line may be built to Chattanooga, 13 miles. G. W. Nixon is vice-president and general manager at Chattanooga.

Chicago, Ill.—The Yazoo & Mississippi Valley Railroad (Illinois Central) is reported to be surveying for a line from Redwood, Miss., which is 10 miles north of Vicksburg, to Valley Park, about six miles south of Yazoo City, a total distance of 30 miles; also for a line from Valley Park to Silver City, near Silver Creek, about 80 or 90 miles. A. S. Baldwin is engineer of construction at Chicago.

Columbus, Ga.—President W. M. Gordon of the Birmingham, Columbus & St. Andrews Bay Railway is reported as saying that 23 miles have been graded from Chipley, Fla., towards St. Andrews Bay, and that about five miles of rails are on hand and track-laying is expected to begin soon, as well as work on the Alabama part of the line. There will be 100 miles in Alabama, 20 miles in Georgia and 65 miles in Florida.

Corpus Christi, Texas.—Mr. W. P. Homan, chief engineer of the St. Louis, Brownsville & Mexico Railway, writes the Manufacturers' Record that his department is not advised of any contemplated extension from Brownsville, Texas, to Tampico, Mexico.

Cummock, N. C.—The Raleigh & Western Railway is reported to have graded 15 miles westward from Cummock to Harpers, N. C., while location surveys are finished as far as Winston. S. A. Henszey is general manager.

DeWitt, Va.—The Camp Manufacturing Co. of DeWitt is reported to be working a large force of hands building its railroad, which will connect with the Seaboard at DeWitt and with the Southern Railway at Emporia. The line is narrow gauge.

Dover, N. C.—Mr. D. W. Richardson, general manager of the Goldsboro Lumber Co., writes the Manufacturers' Record that a charter has been secured from the legislature for the Dover & South Bond Railroad to enable it to extend to Swansboro, N. C. The road at present runs from Dover to Richlands, 25 miles, and the extension would

make it about 55 miles long. Construction will be done by the company's forces.

Durant, Miss.—Mr. Chester Jones writes the Manufacturers' Record that those interested are organizing a company and preparing preliminary reports for the proposed electric railway from Durant to Lexington, Miss.

Earles, Ky.—M. M. Wheeler, chief engineer of the proposed Kentucky Midland Railway, is reported as saying that two preliminary surveys have been made for the line from Madisonville to Central City, 26 miles—one via Earles and another via Sacramento. Neither has yet been selected. Construction will be done by the company, the president of which is P. J. Jennings, 221 Home Insurance Building, Chicago, Ill.

Enid, O. T.—E. L. Peckham, general manager of the Denver, Enid & Gulf Railway; J. W. Beatty of Blackwell, O. T., and H. Rohrer of St. Louis, the latter being chief engineer of the Missouri Pacific Railway, are reported to be investigating the route for the proposed extension of the Denver, Enid & Gulf to Paris, Texas.

Eureka Springs, Ark.—Reported that the St. Louis & North Arkansas Railroad will shortly begin surveying for an extension from Leslie, Ark., southward. S. W. Lee is chief engineer.

Fairford, Ala.—N. G. Kolb, chief engineer of the Tombigbee Valley Railroad, is reported as saying that the company which is building an extension of 10 miles from Berney to Healing Springs will also extend from the latter point to Butler, 42 miles.

Foreman, Ark.—The W. H. Johnson Handle Works Co. is reported to have built a standard-gauge railroad six miles long from Walnut bayou to Conley on the Frisco system. It is also reported to be building several miles additional of railroad towards the Red river to reach timber land.

Fort Smith, Ark.—The Midland Valley Railroad has amended its charter, increasing the capital from \$5,000,000 to \$9,000,000 and providing for an extension from Boles, Ark., through Caddo Gap, 55 miles. F. A. Molitor is chief engineer.

Galveston, Texas.—Reported that the Gulf, Colorado & Santa Fe Railway will build a cut-off from the Pecos Valley line to the San Angelo branch. C. F. W. Felt is chief engineer.

Galveston, Texas.—Messrs. M. G. Edwards and G. S. Woodhouse, the former of Bloomington, Ill., and the latter of Chicago, are reported to be investigating for a syndicate concerning the plan to build an electric railway to connect Galveston and Houston, about 50 miles.

Galveston, Texas.—Mr. J. H. Hill, manager of the Galveston, Houston & Henderson Railroad, informs the Manufacturers' Record that there is nothing in the report that the company will build an extension from League City to Seabrook, about six miles.

Guthrie, O. T.—The incorporators of the Kansas, Oklahoma & Poteau Railroad, recently chartered, and which proposes to build a line from Guthrie, O. T., to Waggoner, I. T., with a branch to Poteau, I. T., are J. W. McNeal, M. Luther West and T. J. Lowe of Guthrie, O. T.; Frank M. Daley of Nevada, Mo.; R. A. Bowden, C. G. Ritchey, L. C. Booth and O. B. Francis of Sapulpa, I. T., and J. P. Berry of Pawnee.

Hendersonville, N. C.—Judge H. G. Ewart and W. A. Smith of Hendersonville and others are reported to be working on the plan to build an electric railway connecting Asheville with Hendersonville, and thence to Chimney Rock.

Houston, Texas.—Reported that John H. Kirby of the Kirby Lumber Co. has concluded arrangements with B. F. Yoakum, chairman of the board of the Frisco system, for an extension of the lumber company's railroad.

Indianapolis, Ind.—Mr. Charles L. Henry, president and general manager of the Indianapolis & Cincinnati Traction Co., writes the Manufacturers' Record saying that the press report which stated that he was working on a plan for an electric railway from Nashville to Memphis, Tenn., is entirely without foundation.

Joplin, Mo.—The Joplin-Spring River Power Co. will, it is reported, immediately build an electric railway from Galena to Baxter Springs, eight miles.

Kansas City, Mo.—The Kansas, Oklahoma, Texas & Gulf Railway has been incorporated to build a line from Coffeyville, Kan., to connect with the Fort Smith & Denver City Railway in Collingsworth county, Texas, about 250 miles. The incorporators are Jns. H. Hunter and W. E. Minton of Kansas City, W. S. Whitinghill of Enid and Thomas L. Eggleston of Granite.

Kansas City, Mo.—Reported that the Kansas City, Mexico & Orient Railway will im-

mediately close a contract with L. J. Smith to build its proposed outer belt line. M. P. Paret is chief engineer.

Kentwood, La.—Mr. E. V. Preston, general superintendent Kentwood & Eastern Railroad, is reported as saying that the line may be extended from Kentwood to Baton Rouge, La., and from Hackley, La., the other terminal of the road, 31 miles from Kentwood, eastward to a point on the Gulf & Ship Island Railroad in Mississippi, but plans have not been perfected. George C. Hoskins is chief engineer.

Laredo, Texas.—Reported that a survey will be made immediately between Laredo and Rio Grande City, among those interested being Thomas W. Dodd, vice-president of the Texas-Mexican Railroad, and J. K. Beretta, president of the Laredo National Bank and also chairman of the Business Men's Club.

Lawton, O. T.—The Lawton, Wichita Mountain & Western Electric Railway Co. will, it is reported, build a railroad from Lawton via Fort Sill to the Wichita mountain. The line will be about 25 miles long, and it may be extended northwest to Hobart.

Little Rock, Ark.—Col. C. C. Godman and N. B. Kendall, a civil engineer, will, it is reported, immediately make a trip over the line of the proposed railroad to be built northward from Little Rock. George R. Brown, secretary of the Board of Trade, may be able to give information.

Live Oak, Fla.—T. B. Dowling, chief engineer of the Live Oak & Perry Railroad, is reported as saying that 20 miles of line are complete from Live Oak to Day Station, and that 20 miles more are being built from Day Station to Perry, Fla. From Barra Station it is proposed to build an extension to the Aucilla river, 45 miles.

Live Oak, Fla.—The Live Oak & Suwannee Springs Railway is reported chartered to build a line six or seven miles long between the two points named. The incorporators are F. L. Rey, C. J. McGeheery, C. D. Blackwell and B. W. Helvenston.

Marion, N. C.—The Southern Railway is reported to have begun surveying for its proposed extension from Marion to Johnson City, Tenn.

McKinney, Texas.—A franchise has been granted to F. W. Potter and Alfred A. Rasmus for the proposed McKinney & Bonham Electric Railway. Bonham has, it is also reported, likewise guaranteed a bonus and right of way, work to begin in 30 days.

Montgomery, Ala.—M. Mason of Montgomery, chief engineer of the proposed Atlanta & Carolina Electric Railway, is reported to have surveyed more than 17 miles of the route from Atlanta to Lithonia, Ga. The road is to extend to Anderson, S. C.

Moultrie, Ga.—Regarding the proposition to extend to Valdosta, Mr. J. N. Pidcock, Jr., president and general manager of the Georgia Northern Railway, writes the Manufacturers' Record that there is nothing definitely settled at present.

Nashville, Tenn.—The Laurel Railroad Co. of Johnson county, capital \$10,000, has been incorporated by H. A. Donnell, J. C. Butler, E. E. Butler, W. T. Smythe and R. R. Butler.

Newbern, N. C.—The Pamlico, Oriental & Western Railway, which is reported to have completed four miles of line out of Newbern towards Bayboro, is also under construction as far as Reelsboro, which is eight miles from Newbern. A further extension is to be made to Holly Point, including a branch to Oriental, making a total of 48 miles. Alfred Cheney is chief engineer.

New Orleans, La.—Reported that a survey will begin immediately for the proposed Mississippi Midland Railroad, in which Gen. T. Marshall Miller of New Orleans and Col. James McNaught, 35 Broad street, New York, are interested.

New Orleans, La.—The New Orleans Great Northern Railroad Co. has been chartered to take over the East Louisiana Railroad and to build and otherwise establish a line from Slidell, La., through St. Tammany and Washington parishes to connect with a railroad from Slidell to New Orleans or else to build such a line; F. H. Goodyear, president; C. W. Goodyear, vice-president; C. J. James, secretary; M. E. Olmstead, James D. Lacey, N. G. Pearsall, manager, and E. H. Farrar are also stockholders. Mr. Pearsall, who is general manager of the East Louisiana Railroad, may be addressed at Covington, La. The Great Southern Railway Construction Co. was also incorporated to build the new road, the officers being, president, Victor Thrane of James D. Lacey & Co., lumber dealers of New Orleans; W. P. Huey, vice-president, and E. J. Stockie, secretary. The Great Southern Lumber Co. is also a stockholder, the headquarters of this latter company being at Buffalo, N. Y., and Harrisburg, Pa.

Paducah, Ky.—All rights of way are reported secured for the proposed electric railway from Paducah to Cairo, Ill., and the financing of the project is now said to be under way. The road will be 34 miles long. Jeff. J. Read and J. J. Freundlich are interested.

Pittsburg, Pa.—W. E. Hildebrand of Pittsburg, who, with others, recently incorporated the Grafton Construction Co. to build a street railway in Grafton, W. Va., is reported to be working on a plan to build an electric railway about 20 miles long to connect Grafton with Clarksburg.

Richmond, Va.—The Supreme Court has handed down a decision approving the proposed Richmond & Chesapeake Beach Railway, projected by Frank J. Gould of New York and others, and which will for about 20 miles parallel the Richmond, Fredericksburg & Potomac Railroad. Work will, it is reported, begin immediately on that part of the proposed line from Richmond to Ashland, Va. F. Sitterding, general manager of the Virginia Passenger & Power Co., is also interested. The charter has been granted under the name of the Richmond & Chesapeake Bay Railway Co. Frank J. Gould is president; Guy Phillips, secretary and treasurer.

Richmond, Va.—Reported that the Trackless Trolley Co. is making preparations to establish a line from Richmond to Fair Oaks battlefield, five miles. Manager Fulton of Fulton Park is said to be interested.

Rogers, Ark.—The Rogers Southwestern Railroad has filed a map of its proposed line, and reports that subscriptions of \$60,000 of stock have been made, with more than \$15,000 paid in. J. E. Applegate, J. W. Watkins and J. E. Felker are directors.

San Marcos, Texas.—The San Marcos Valley Interurban Railway has been organized to build the proposed electric line from San Marcos to Luling, about 20 miles. The officers are: President, A. L. Davis, San Marcos; first vice-president, Joe Jennings, Martindale; second vice-president, A. R. Lipscomb, Luling; treasurer, J. T. Blanks, San Marcos; secretary, B. G. Neighbors.

Stearns, Ky.—J. E. Butler, superintendent of the Kentucky & Tennessee Railroad, is reported as saying that an extension is being built from Barthell to Worley branch, three and one-half miles, and that it is proposed to build a further extension from the latter point to Rock Creek, one and one-half miles.

Stillwater, O. T.—Frank J. Wycoff and William Hodges are reported to be making progress towards building the proposed Kansas & Oklahoma Central Railway, which is to run from Peru Junction, Kans., via Stillwater, Guthrie and El Reno to Hobart and Childress, Texas.

St. Louis, Mo.—The Missouri Pacific Railway is reported to be surveying for a line from Joplin, Mo., to Muskogee, I. T. H. Rohrer is chief engineer.

St. Louis, Mo.—Reported that the St. Louis & San Francisco Railroad will build an extension this year from Grove, I. T. J. F. Hinckley is chief engineer.

Sweetwater, Texas.—Tracklaying is reported begun on the Panhandle & Gulf Railway, which is the Texas corporation of the Kansas City, Mexico & Orient Railway, towards the Red river, ties being on hand for 25 or 30 miles.

Tyler, Texas.—Edwin Gould, president of the St. Louis Southwestern Railway, is reported as saying that the company intends to extend the Lufkin branch 40 miles to Newton, Texas, immediately, and that eventually it will have a line in Galveston. M. L. Lynch is chief engineer.

Vinita, I. T.—Reported that a survey is being made for the proposed Vinita & Northwestern Railroad. F. G. Jonah is chief engineer.

Washington, D. C.—The Southern Railway is reported to have secured rights of way and will build a two-mile connecting track at Bessemer, Ala. W. H. Wells is engineer of construction.

Washington, Pa.—The Tri-State Traction Co. of Wellsburg, W. Va., has been chartered to build a railway from Wellsburg to Steubenville, Ohio. The incorporators are John H. Downey, Sidney B. Donan, Robert McCarrell, John L. Stewart of Washington, Pa., and J. Nesbitt McDonald of McDonald, Pa.

Waycross, Ga.—Mr. George Dole Wadley, vice-president and general manager Atlantic & Birmingham Railway, writes the Manufacturers' Record that he is securing rights of way for the proposed extension towards Birmingham. A report says that the company is rebuilding that part of the Brunswick & Birmingham line between Offerman and Sessoms, Ga., about 30 miles.

Yale, Ky.—The Licking River Railroad is

reported to have been sold to Boston capitalists, who will extend it. E. R. Miller is general manager at Yale.

#### Street Railways.

Clarksville, Tenn.—The Clarksville Electric Street Railway Co. has changed its name to the Clarksville Railway & Light Co. and has amended its charter to extend to New Providence, Dunbar's Cave, Kentucky State line, and also on a number of important streets in Clarksville.

Fort Worth, Texas.—The Fort Worth & Rosen Heights Street Railway Co. has accepted a franchise for its proposed extension, work to begin as soon as the main line is completed. Samuel Rosen is president.

Greenville, S. C.—Mr. G. H. Rettew, general superintendent of the Greenville Traction Co., writes the Manufacturers' Record that the extension to the company's system has been started, all materials being already on hand. The extension will be three and one-half miles long to a pleasure park.

Louisville, Ky.—The Louisville Street Railway Co., through Clarence Dillam, has purchased a franchise from the city to extend the Shelby-street line.

Monroe, La.—Mayor Forsythe and the traction committee of the city council are reported to have awarded a contract to H. S. Doyle, manager of the Western Electrical Co. of St. Louis, Mo., to build and equip about seven miles of street railway, which is to be owned and operated by the city.

New Orleans, La.—The Borgemouth Traction Co. is reported to be negotiating with the authorities of St. Bernard parish for a franchise to build an electric railway connecting the parish seat via Chalmette with New Orleans. Among those interested are Sylvester P. Walmsley, Page M. Baker, Henry G. Hester and others of this city.

### MACHINERY, PROPOSALS AND SUPPLIES WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make the wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Bag Machinery.—W. H. Brown, 119 West Seventh avenue, Tampa, Fla., wants addresses of manufacturers of machinery and equipment for making cotton and burlap bags.

Basket Machinery.—C. A. Porter, Flatrock, Ind., wants catalogues and prices on machinery for manufacturing split baskets.

Belting.—See "Mill Supplies."

Boiler.—F. Schnitzlein, Havre de Grace, Md., is in the market for a 40-horse-power upright boiler. (See "Engine and Boiler.")

Boiler.—F. F. Owens, P. O. Box 47, Gum Neck, N. C., is in the market for a 12-horse-power boiler. (See "Engine and Boiler.")

Boiler.—T. W. Worsham Company, Norfolk, Va., is in the market for 100-horse-power boiler. (See "Engine and Boiler.")

Boiler.—Carthage Superior Limestone Co., 24 North 4th street, St. Louis, Mo., wants prices on 100-horse-power boiler.

Boiler.—The Thomasville Milling Co., Thomasville, N. C., wants a 100-horse-power boiler.

Boilers.—John F. Riley Foundry and Machine Works, Charleston, S. C., wants two 65-horse-power return tubular boilers or one 125-horse-power return tubular boiler; second-hand in good condition. State price delivered in Charleston, S. C. (See "Engine and Boilers.")

Boilers.—See "Engines and Boilers."

Box-shook Machinery.—Union Iron Works Co., Selma, Ala., wants box-shook machinery.

Brick.—See "Building Equipment and Supplies."

Brick Machinery.—T. T. Milburn, Lake City, S. C., wants catalogues, prices, etc., on brick machinery.

Bridge Construction.—Tangipahoa parish police jury, Amite City, La., will open bids March 6 for the removal and reconstruction of the steel bridge across the Tangipahoa river near the Davies Ferry Crossing to a

point designated by the committee; plans and specifications on file in the office of the police jury. Usual rights reserved.

Building Equipment and Supplies.—S. B. Vaught, pastor Methodist Episcopal Church, South, Bramwell, W. Va., wants prices on roofing, metal ceiling and siding.

Building Equipment and Supplies.—Caldwell & Drake, Columbus, Ind., want Portland cement and brick.

Building Equipment and Supplies.—Moore-Priddy Printing Co., Cotton Plant, Ark., is in the market for plate-glass front for building.

Building Equipment and Supplies.—Rev. J. T. Boone, Jacksonville, Fla., wants prices on screens, mantels, etc.

Building Equipment and Supplies.—Charles Gilpin, builder, 601 Union Trust Building, Charles and Fayette streets, Baltimore, Md., wants sub-bids on the different parts of construction of building for the Merchants' Hotel Co.; brick, stone, terra-cotta, reinforced-concrete work, steel and iron, ornamental iron, sheet-metal work, interior marble, mill chute, hardware, plastering, millwork, painting and glazing, heating system and plumbing.

Burlap.—W. H. Brown, 119 W. 7th street, Tampa, Fla., wants addresses of parties manufacturing or importing burlap.

Button-finish Machinery.—Clarksville Button Works, C. C. Gerhart, manager, Clarksville, Tenn., is in the market for finishing machinery.

Cable Conduits.—See "Telephone Equipment and Supplies."

Canning-factory Equipment.—W. H. Blakeley, Jr., Bowling Green, Ky., wants catalogues, prices, etc., on machinery and equipment for canning factory.

Canning-factory Equipment.—F. Schnitzlein, Havre de Grace, Md., is in the market for the most improved machinery and equipment for canning corn and tomatoes.

Card-clothing Machinery.—See "Plow-grinding Machinery."

Cement.—See "Building Equipment and Supplies."

Cement.—From 15,000 to 20,000 barrels of cement will be needed during the next year for use in coast fortification work at Manila, P. I. The Chief of Engineers, War Department, Washington, D. C., can give information.

Chair Machinery.—W. I. Middleton, Hollywood, Ga., wants to correspond with manufacturers of chair machinery.

Chair Machinery.—O. K. Wilcox, 712 Market street, Chattanooga, Tenn., is in the market for machinery for making a cheap line of chairs.

Chewing-gum-factory Equipment.—E. C. Davidson, Dawson, Ga., wants addresses of manufacturers of steam kettles for making chewing gum, chewing-gum machinery, etc.

Coal.—Carthage Superior Limestone Co., 24 North 4th street, St. Louis, Mo., wants prices on coal.

Cold-storage Plant.—J. F. McClure, Jr., Anderson, S. C., wants estimates on machinery and equipment for cold storage plant.

Contractors' Equipment.—See "Steam Shovel."

Conveying Equipment.—See "Crane."

Cordage Machinery.—See "Cotton-rope Machinery."

Cotton-mill Machinery.—Ben Farr, Foreston, S. C., is in the market for machinery for manufacturing cotton yarn or cotton wrapping twine or thread, also for manufacturing cotton rope.

Cotton-felting Machinery.—Mebane Bedding Co., Mebane, N. C., wants addresses of manufacturers of machinery for manufacturing felts for mattresses.

Cotton-mill Supplies.—See "Plow-grinding Machinery."

Cotton-rope Machinery.—George F. Rather, Aberdeen, Miss., wants full information regarding the manufacture of cordage and rope, estimates on cost of different capacity, equipments, etc.

Cotton-twine Manufacturers.—Messrs. Fay Bros., Cooperstown, N. Y., want the addresses of cotton-twine mills in Georgia, North Carolina and elsewhere.

Cotton-wick Yarns.—Frank S. De Ronde Company, 46 Cliff street, New York, wants names and addresses of manufacturers of cotton-wick yarns.

Crane.—Eureka Stove Works, 34th street and Fifth avenue, Birmingham, Ala., wants prices on overhead crane.

Creamery Equipment.—J. B. Gillmore, Ohatchee, Ala., will be in the market for separator.

Electrical Equipment.—The Lawton Ice Co., Lawton, O. T., will be in the market

next June or July for electrical equipment.

Electrical Equipment and Supplies.—B. E. White, Lancaster, Texas, wants to correspond with parties relative to electric wiring and supplies.

Electrical Equipment.—Rev. J. T. Boone, Jacksonville, Fla., wants prices on electric fixtures.

Electrical Equipment.—Moore-Priddy Printing Co., Cotton Plant, Ark., is in the market for one dynamo with incandescent lights complete and wiring.

Electrical Equipment.—Board of managers of the Maryland State Hospital for the Insane, Spring Grove, Md., will open bids February 11 for furnishing and erecting an engine and dynamo, switchboard and all connections as contained in the specifications, and as directed. Usual rights reserved. Proposals to be endorsed "Proposals for Electric-lighting Plant," sealed and addressed to Dr. J. Percy Wade, superintendent Maryland State Hospital, Catonsville, Md.

Electric-light-plant Equipment.—City of Cairo, Ga., R. L. Van Landingham, mayor, will want, as soon as plans and specifications are prepared, competitive prices on machinery and equipment for electric-light plant. (See "Water-works Equipment.")

Electric-light-plant Equipment.—L. A. Wyatt, superintendent, Camden, Tenn., wants prices on 700-light dynamo, direct-current, two-wire, 220-volt.

Electric-light Plant.—Pague Manufacturing Co., 29th and Southwest Boulevard, Kansas City, Mo., is corresponding with contractors regarding the installation of a private lighting system to have 50 incandescent lights.

Elevators.—Eureka Stove Works, 34th street and Fifth avenue, Birmingham, Ala., wants prices on elevators.

Engine.—See "Electrical Equipment."

Engine and Boiler.—F. Schnitzlein, Havre de Grace, Md., is in the market for a 12-horse-power engine, H. S. and 40-horse-power upright boiler.

Engine and Boiler.—T. W. Worsham Co., Norfolk, Va., is in the market for 75-horse-power engine and 100-horse-power boiler.

Engine and Boiler.—F. F. Owens, P. O. Box 47, Gum Neck, N. C., is in the market for a 10-horse-power engine and 12-horse-power boiler.

Engine and Boilers.—John F. Riley Foundry and Machine Works, Charleston, S. C., wants one 80-horse-power engine and two 65-horse-power return tubular boilers or one 125-horse-power return tubular boiler; all to be second-hand in good condition. State lowest price delivered in Charleston, S. C.

Engines and Boilers.—M. V. Denton, care of Rash & Denton, Robard, Ky., will probably be in the market for engines and boilers.

Fire-department Equipment.—City of Lexington, Ky., is in the market for one combination hose wagon and chemical engine, rubber tires; 2500 feet two-and-one-half-inch four-ply rubber hose and one hose wagon. Address Thomas A. Combs, mayor.

Flooring Machinery.—R. B. Slater, Toano, Va., wants prices on machinery for making matched flooring plank.

Flour-mill Equipment.—L. S. Walter, Rosendale Roller Mills, Rosendale, Mo., wants complete equipment for 60-barrel flour mill.

Flour-mill Equipment.—J. R. Abernathy & Son, Oak Forest, N. C., are in the market for complete equipment for flour mill, including 40 feet of 1 11-16 shafting, one shaft six inches in diameter, 10 or 12 feet long; new or second-hand in good condition.

Foundry Equipment.—Clarksdale Machinery, Supply & Manufacturing Co., Clarksdale, Miss., is in the market for complete equipment for foundry. (See "Machine Tools.")

Foundry Equipment.—See "Stove-foundry Equipment."

Furniture.—See "Office Furniture."

Gas Plant.—Texas Gas Co., F. D. Lyon, president, Temple, Texas, will open bids February 15 for the construction of gas plant (oil or water) with 100,000 cubic feet daily capacity and to cost about \$35,000; R. T. Chase, engineer.

Grist Mill.—F. F. Owens, P. O. Box 47, Gum Neck, N. C., wants a grist mill.

Grist Mill.—Ben Farr, Foreston, S. C., is in the market for machinery and equipment for grist mill.

Handle Machinery.—Co-operative Building & Manufacturing Co., Georgetown, S. C., wants handle machinery.

Hangers.—See "Mill Supplies."

Hat Machinery.—H. De Gay, Box 115, Murphy, N. C., wants names and addresses of makers of machinery for manufacturing forms of ladies' hats, straw and other materials.

Heading Machinery.—R. B. Slater, Toano, Va., wants prices on machinery for making truck-barrel heads.

Heating Apparatus.—B. E. White, Lancaster, Texas, wants prices on heating apparatus.

Holisting Equipment.—Caldwell & Drake, Columbus, Ind., want holisting engines.

Holisting Equipment.—Clarksville Button Works, C. C. Gerhart, manager, Clarksville, Tenn., is in the market for a friction hoist.

Hub Machinery.—Co-operative Building & Manufacturing Co., Georgetown, S. C., wants hub machinery.

Ice Machinery.—See "Cold-storage Plant."

Ice Machinery.—O. P. Lutz, Lenoir, N. C., wants to correspond with manufacturers of ice machines.

Iron-working Machinery.—Clark & Co., Waynesville, N. C., are in the market for one pump log-boring machine for four-foot, five-foot, six-foot and seven-foot holes; second-hand. Quote price and state freight rates to Waynesville. (See "Lumber-plant Equipment.")

Kettles.—See "Chewing-gum-factory Equipment."

Lath Machinery.—R. B. Slater, Toano, Va., wants prices on machinery for making laths (carrying two or three saws.)

Lumber-plant Equipment.—Clark & Co., Waynesville, N. C., are in the market for saw for making siding, power-feed rip-saw, planer and matcher, four wood-turning lathes, one pump log-boring machine for four-foot, five-foot, six-foot and seven-foot holes, all with countershafts, and one small iron lathe for repairing above machinery; all to be second-hand. Quote prices and give freight rates to Waynesville. (See "Wood-working Machinery," also "Iron-working Machinery.")

Machine Tools.—Bureau of Supplies and Accounts, Navy Department, Washington, D. C., will receive bids until February 28 for furnishing at the navy-yards, Portsmouth, Boston, New York, Washington, Norfolk and Pensacola, as specified, a quantity of machine tools, etc., as follows: Schedule 63—engine lathe, centrifugal pumping sets, radial drill, planer, band saw, knife grinder; schedule 64—deck winches, milling machine, gear-cutting machine, drilling machine; schedule 65—saw table, boring machine, scroll saw, band-saw flier, band-saw setter and re-tooth and shear. Blank proposals will be furnished upon application to the navy pay offices, Portsmouth, Boston, New York, Norfolk and Pensacola, or to the bureau. Applications should designate the schedules desired by number; H. T. B. Harris, paymaster-general, U. S. N.

Machine Tools.—The Yonge & Cline Co., Ocala, Fla., is in the market for a 14-inch or 16-inch lathe with 12-foot bed, also a sensitive drill press; will also need later either a shaper or milling machine.

Machine Tools.—See "Iron-working Machinery."

Machine Tools.—Clarksdale Machinery, Supply & Manufacturing Co., Clarksdale, Miss., is in the market for complete equipment for machine shop. (See "Foundry Equipment.")

Mantels.—See "Building Equipment and Supplies."

Mattress Machinery.—See "Cotton-felting Machinery."

Mill Supplies.—T. W. Worsham Co., Norfolk, Va., is in the market for pulleys and hangers.

Mill Supplies.—F. F. Owens, P. O. Box 47, Gum Neck, N. C., wants belting and shafting.

Mine Supplies.—A. E. Bendelari, manager, Ground Floor Mining Co., Joplin, Mo., is in the market for mine supplies, etc.

Mining Machinery.—M. V. Denton, care of Rash & Denton, Robard, Ky., will probably be in the market for machinery and equipment for mining coal.

Office Furniture.—Moore-Priddy Printing Co., Cotton Plant, Ark., wants office furniture.

Organ.—Rev. E. D. Solomon, pastor Baptist church, McComb, Miss., wants prices on pipe organ.

Overall Machinery.—A. B. Harris & Co., Spring Garden, Ala., wants addresses of manufacturers of machinery for making overalls and trousers.

Paper Machinery.—Carlos E. Allen, Morella, Michoacan, Mexico, wants to correspond with manufacturers of paper machinery.

Paper-mill Machinery.—Ben Farr, Foreston, S. C., wants addresses of manufacturers of machinery for making paper yarn or paper wrapping twine or thread.

Parquetry-plant Equipment.—G. W. Sim-



mons, Covington, Ga., is in the market for a fine scroll jig saw and patterns or designs for parquetry work.

**Peanut Machinery.**—W. F. Belyen, R. F. D. No. 1, Alexander City, Ala., wants catalogues and prices on peanut machinery.

**Piping.**—See "Steam Piping."

**Plow-grinding Machinery.**—The Southern Card Clothing & Reed Co., Charlotte, N. C., wants to buy plow-grinding machinery for its card-clothing department.

**Plumbing.**—B. E. White, Lancaster, Texas, wants to correspond with parties relative to plumbing.

**Printing plant Equipment.**—Moore-Priddy Printing Co., Cotton Plant, Ark., wants one cylinder press, bookbinding supplies and typesetting machines.

**Pulleys.**—See "Mill Supplies."

**Pumps.**—Carthage Superior Limestone Co., 24 North 4th street, St. Louis, Mo., wants prices on pumps.

**Railway Equipment.**—John F. Riley Foundry and Machine Works, Charleston, S. C., wants three miles of 30-pound relaying rails. State lowest price delivered in Charleston, S. C.

**Railway Equipment.**—R. E. Wood Lumber Co., Baltimore, Md., may probably be in the market for 30 to 40-pound steel rails.

**Railway Equipment.**—Joseph E. Bowen, Atlantic Office Building, Norfolk, Va., is in the market for a 50-ton standard-gauge Shay, second-hand in good order.

**Rim Machinery.**—Co-operative Building & Manufacturing Co., Georgetown, S. C., wants machinery for making rims.

**Roofing.**—Clay Products Co., Spencerville, Ohio, wants prices on corrugated steel or other roofing for drying shed.

**Rope Machinery.**—See "Cotton-rope Machinery."

**Rubber Hose.**—See "Fire-department Equipment."

**Saw-mill.**—Co-operative Building & Manufacturing Co., Georgetown, S. C., wants equipment for saw-mill.

**Saws.**—See "Parquetry-plant Equipment."

**Scissors.**—See "Tobacco-factory Equipment."

**Screens.**—See "Building Equipment and Supplies."

**Seating.**—Rev. E. D. Solomon, pastor Baptist church, McComb, Miss., wants prices on pews for main auditorium, gallery and basement of church.

**Sewing Machines.**—See "Overall Machinery."

**Sewing Machines.**—See "Bag Machinery."

**Shafting.**—See "Mill Supplies."

**Shafting.**—See "Flour-mill Equipment."

**Sheet-metal Works.**—The O. K. Metal & Manufacturing Co., 319 W. Main street, Oklahoma City, O. T., wants to correspond with manufacturers of sheet metal. (See "Tin-plate Works.")

**Snuff Machinery.**—Ben Farr, Foreston, S. C., wants addresses of manufacturers of snuff machinery.

**Spoke Machinery.**—Co-operative Building & Manufacturing Co., Georgetown, S. C., wants machinery for making spokes.

**Steam Shovel.**—Clay Worker, care Manufacturers' Record, Baltimore, Md., is in the market for a Thew steam shovel No. 0 or No. 1, second-hand, on trucks or traction. State location and lowest cash price.

**Stable Fittings.**—Gast Brewing Co., St. Louis, Mo., wants prices on stable fittings.

**Starch Machinery.**—Carlos E. Allen, Morelia, Michoacan, Mexico, wants to correspond with manufacturers of starch-making machinery.

**Stationery.**—Moore-Priddy Printing Co., Cotton Plant, Ark., is in the market for bond papers and envelopes in sheets 17x22 in 16, 18 and 20-pound weights.

**Steam Piping.**—Consolidated Railways, Light & Power Co., A. B. Skelding, general manager, Wilmington, N. C., desires propositions for piping a 250-horse-power B. & W. boiler with a steam pressure of 175 pounds.

**Steel Rolling Doors.**—Gast Brewing Co., St. Louis, Mo., wants prices on steel rolling doors.

**Stove-foundry Equipment.**—Eureka Stove Works, 34th street and Fifth avenue, Birmingham, Ala., wants prices on foundry equipment, fire-brick, sand, stove and range patterns, etc.

**Stove Patterns.**—See "Stove-foundry Equipment."

**Straw-hat Machinery.**—See "Hat Machinery."

**Telephone Equipment and Supplies.**—The Northwest Texas Telephone Co., Canyon City, Texas, wants prices on telephone equipment and supplies.

**Telephone Equipment and Supplies.**—Waldron Telephone Co., Waldron, Ark., wants prices on telephone equipment and supplies.

**Telephone Equipment and Supplies.**—F. W. Selbert, Lexington, N. C., wants prices on switchboards, telephone wire, cable conduits.

**Tin Boxes.**—Greenwood Advertising Co., 508 Gay street, Knoxville, Tenn., wants to correspond with manufacturers of tin boxes relative to letting contract for from 50,000 to 100,000 small tin boxes with advertisement stamped thereon.

**Tinplate Works.**—Oklahoma Metal & Manufacturing Co., 319 W. Main street, Oklahoma City, O. T., wants to correspond with tinplate manufacturers. (See "Sheet-metal Works.")

**Tobacco-factory Equipment.**—Webster & Roe, Greenbrier, Tenn., want prices on tobacco scales, trucks, screws, factory supplies, etc.

**Trousers-factory Machinery.**—See "Overall Machinery."

**Trucks.**—See "Tobacco-factory Equipment."

**Veneer Machinery.**—See "Basket Machinery."

**Water-works.**—Town of Jackson, Ala., desires propositions from individuals or corporations regarding the erection of water-works plant. Address C. W. Boyles, mayor.

**Water-works Equipment.**—City of Cairo, Ga., R. L. Van Landingham, mayor, will want, as soon as plans and specifications are prepared, competitive prices on machinery and equipment for water-works. (See "Electric-light-plant Equipment.")

**Well Drilling.**—The American Machine Co., 20 Clay street, Baltimore, Md., wants a sub-bid for digging a nine-inch hole thirty feet deep for plunger elevator at Tome Institute, Port Deposit, Md.

**Windmills.**—J. F. Wood, 808½ State street, Bristol, Tenn., wants addresses of windmill manufacturers.

**Woodworking Machinery.**—See "Chair Machinery."

**Woodworking Machinery.**—See "Parquetry-plant Equipment."

**Woodworking Machinery.**—Lang's Variety Works, Sandersville, Ga., is in the market for a lathe for turning porch and stair balusters.

**Woodworking Machinery.**—See "Flooring Machinery," "Lath Machinery" and "Heading Machinery."

**Woodworking Machinery.**—Clark & Co., Waynesville, N. C., are in the market for resaw for making siding, power-feed rip-saw, planer and matcher, four wood-turning lathes, one pump log-boring machine for four-foot, five-foot, six-foot and seven-foot holes, all with countershafts; machinery to be second-hand in good condition. Quote prices and give freight rates to Waynesville. (See "Lumber-plant Equipment.")

**Woodworking Machinery.**—See "Hub Machinery," "Spoke Machinery," "Rim Machinery" and "Handle Machinery."

**Woodworking Machinery.**—See "Box-shook Machinery."

**Woolen-mill Supplies.**—See "Plow-grinding Machinery."

## MEXICO.

**Coke Ovens.**—The Compania Fundidora de Hierro y Acero de Monterey, Vicente Ferrera, Monterey, N. L., has begun the construction of 60 coke ovens and will build 60 more this year.

**Electric-light Plant.**—The city of Temascaltepec will contract with Messrs. Francisco Segura and Hermano of the City of Mexico for the installation of an electric-light plant.

**Mine-stamp Mill.**—The Descubridora & Development Co. will build a 100-ton stamp mill. Address care of John F. Johnston, Parral, Chl., Mexico.

**Oil-land Developments.**—Uriah Johnson of Los Angeles, Cal., will develop oil lands near Zapotlan.

**Orphanage buildings for an orphanage will be erected in Monterey, N. L., at a cost of \$100,000. Messrs. Lic. Lazaro Ayala, Francisco Belden and Valentin Rivero, committee in charge.**

**Water-power - Electrical Developments.**—Charles A. Hamilton of Oaxaca, Oax., has obtained concession to develop water-power and build electric plant for power transmission at the City of Ejutla, Jalisco.

## Railways.

**Electric Railway.**—Reported that M. D. Watson and J. R. Bickersdike of Chicago are progressing with their plan to build an electric railroad from the San Rosa-Amarillo copper mines to the port of Manzanillo.

**Steam Railroad.**—Charles Brock, civil engi-

neer, of San Francisco, Cal., is reported as saying that a railroad will probably be built from Santiago Papasquiaro, a station on the Tepehuanes branch of the International, to San Andres, in the State of Durango.

**Steam Railroad.**—The Chihuahua & Pacific Railway is reported to have material on hand to build its extension from La Junta to Temascalchic, 86 kilometers, Ryan & Dudley of Chihuahua having the contract.

## INDUSTRIAL NEWS OF INTEREST

### Wants to Invest.

An active man willing to invest seeks to correspond with some one needing additional capital in a good business. He offers capital and services. Information can be obtained by addressing "Joy," care of Manufacturers' Record.

### Ide & Sons' New York Office.

Messrs. A. L. Ide & Sons of Springfield, Ill., makers of the well-known Ideal Engines, announce that they have established a New York office at 11 Broadway, through which all export New England and Middle States business will be transacted hereafter. The management of this office has been entrusted to J. G. Robertson.

### Woodworking Plant and Mill.

An unusual opportunity is offered buyers who can be interested in purchasing a planing mill and woodworking plant at Petersburg, Va. This plant is located where plenty of lumber is available. Full details can be obtained by addressing John D. Watkins, trustee for Orr & Holt, offices in the Law Building, Petersburg.

### Atlantic Equipment Co. in Chicago.

Buyers in the territory tributary to Chicago will be interested in the announcement that the Atlantic Equipment Co. of 25 Broad street, New York, has established a new office in Chicago in the Railway Exchange Building. This move will enable the company to offer better service to its patrons in Chicago and around that city.

### For Veneer Mills.

Managers of veneer mills who are looking for timber tracts are invited to address J. W. Hussey, No. 1 Broadway, New York. Mr. Hussey offers for sale about 9000 acres of pine, gum, cypress timber and long pine piling, 600-foot water-front, railway switch and other facilities, all located on Roanoke river at Plymouth, N. C. Another lot of 4500 acres on same river is also offered.

### Machine and Molding Shop.

A good opportunity for persons desirous of engaging in manufacturing in the South is contained in the offer of the McHenry Manufacturing & Machine Co.'s plant for sale. This plant makes a staple line of self-oiling coal-mine car wheels, also builds coal-mine cars complete and contracts for general machine and casting repairing, etc. J. S. Smith, McHenry, Ky., can furnish details as to this opportunity.

### Syracuse Chilled Plow Co.

The annual election of the Syracuse (New York) Chilled Plow Co. was held January 10, and the following officers were elected for the ensuing year: C. A. Chase, president; W. W. Ward, A. M. Chase, vice-presidents; Francis Hall, secretary; James Manning, treasurer, and H. Ward, superintendent; directors, Messrs. C. A. Chase, W. W. Ward, A. M. Chase, Francis Hall, James Manning, H. Ward, A. H. Hiseock, Mrs. Emma P. Willets and T. J. Leach.

### Bargains in Machinery.

Buyers of machinery who are likely to be interested in some bargains offered are advised to write Ambrose B. Stannard, St. James Building, New York. He has for sale a one-yard Campbell concrete mixer, bucket elevator, cement elevator, elevated tramway and cars, surface tramway and cars, electric motors, all fittings and fixtures. This equipment is all new and can be seen in operation at the municipal building site, Washington, D. C. It can be delivered March 1.

### Shipping Many Lombard Boilers.

Southern boiler builders have an extensive trade throughout their own section, as well as in other parts of the country. One of the best-known boiler builders is the Lombard Iron Works & Supply Co. of Augusta, Ga. This company is now completing important shipments, including 10 72-inch boilers to a cotton factory in South Carolina and five 72-inch boilers to a Jacksonville (Fla.) enterprise. The Lombard Company is known not only for its boilers, but also for engines, oil

Steam Railroad.—General Augustin Pradillo has, it is reported, been granted a concession to build a railroad from Zitacuaro, in the State of Michoacan, to Jaconusco, near the City of Mexico, line to be completed in three years.

**Steam Railroad.**—The Phelps-Dodge Syndicate will, it is reported, build a railroad to connect Ysabel Station, on the Nacozari Railroad, with the Bacoachi mining region.

and ice machinery, mill equipment and supplies, saw-mills, etc.

### The Interstate Realty Co.

An important addition to the business interests of Memphis, Tenn., is seen in the announcement of the incorporation of the Interstate Realty Co. of that city. This company is capitalized at \$50,000, the stock being held by 50 of the leading business and professional men of Memphis. It will make a specialty of industrial sites in and about the city, but also contemplates a general real-estate business with a well-equipped farm and timber-land department. R. J. Darnell is president; C. W. Thompson, vice-president; Milton H. Price, secretary, and W. R. Barksdale, treasurer.

### Good Roofing Contract.

It is a notable fact that manufacturers are generally very careful as to what kind of roofing they use on their factory buildings. The D. A. Tompkins Company of Charlotte, N. C., which is now making extensive improvements to its plant, has awarded contract to the Charlotte Roof & Paving Co. for the metal work and roofing for its new buildings. The Charlotte Roof & Paving Co. makes a specialty of this class of work and has been very successful throughout the South. It is prepared to submit estimates to anyone who thinks of building.

### Cameron Pump Sales.

The A. S. Cameron Steam Pump Works, foot of East 23d street, New York city, reports the sale of three more of its horizontal piston pumps to the O'Rourke Construction & Engineering Co. of New York city, contractor for the improvement work in the Pennsylvania Railroad tunnel, delivery being made to the Manhattan side. The above-named construction company also has quite a number of Cameron pumps in use on the Weehawken side of the Pennsylvania tunnel and along the line of the improvement in the New York Central Railroad tunnel in New York city.

### The Output of "Enamettele."

The enlarged plans of the New York Metal Ceiling Co., 537, 539, 541 West 24th street, New York city, for 1905 include a more than doubled capacity for the output of "Enamettele." The company anticipates a largely-increased business in all products, and has every reason to believe its facilities for making "Enamettele" will be fully taxed. The results of this attractive wall finish have been so entirely satisfactory that all are inclined to use it in largely-increased quantities, and, of course, the same merit attracts many new users; hence the necessity for an increased production.

### Loving Cup for Mr. Howells.

The rock-drill and air-compressor trade was largely represented at a gathering of associates and friends of Geo. A. Howells at the office of the Rand Drill Co. in New York on January 5. The occasion marked the twenty-fifth consecutive anniversary of Mr. Howells' connection with the company. Although still a comparatively young man, Mr. Howells is considered the dean of the rock-drilling fraternity, having been in the business longer than any other man in the country, and today enjoys the friendship and esteem of thousands of contractors, mining men and quarry men. During the afternoon Mr. Howells was presented with a handsome loving cup by the officials of the company.

### Municipal Electric-Plant Contracts.

Many of the small cities of the South are lighted by electricity, and other cities, both large and small, are continually arranging to install municipal electric-lighting plants. The Electric Supply Co. of Savannah, Ga., has been very prominent recently in securing these contracts for complete plants. The company has just secured award to build a plant for Greensboro, Ga., this being its fifth municipal contract in the past several months. There are several other cities which have been negotiating with the company. The Electric Supply Co. acts as contracting engineer for the construction and equipment

of plants, deals wholesale in electrical supplies, and has an automobile department at 309 Bull street, Savannah, Ga.

#### Notable Sales of Machinery.

An order for second-hand machinery coming more than halfway around the world speaks well for the reputation of any firm. An order of this sort is that which reached Messrs. Wickes Bros. in January. It called for the shipment of an 18x26-inch Corliss engine and a 22-inch bar mill to John Pender & Co. of Sydney, Australia. Other notable sales by the firm in January include the following: To Harrisburg (Pa.) Pipe & Pipe Bending Co., one 32-inch blooming mill, one pair of 28x8 inch engines, one blooming shear, two four-pit soaking furnaces, together with the necessary tables, hydraulic apparatus, etc.; Myersdale (Pa.) Sheet Steel Co., one 28x40-inch Corliss engine; Newark (Ohio) Iron & Steel Co., one 20x27-inch Russell four-valve automatic engine.

#### Southern Lands for Sale.

Investors in Southern lands and those who are desirous of buying such properties for development purposes will find that there are many extensive and valuable tracts for sale. Southern mineral, timber and farm lands are far from exhausted; in fact, have merely been touched, and valuable properties of this character are offered for sale by leading real-estate companies and other owners throughout the section. The Southern Timber & Mineral Land Co. of Nashville, Tenn., has unusual facilities for handling such lands, and is offering various kinds for sale in lots to suit buyers. The company also offers a number of advantageous factory sites, information regarding which will be furnished to inquirers. It is composed of well-known men in Southern finance and industry.

#### The Yonge & Cline Co.

The Yonge & Cline Co., general agency for manufacturers, has been organized at Ocala, Fla., with R. E. Yonge, president, and Elmer E. Cline, secretary-treasurer. It takes over the Cline Engineering Co. of Auburn, Pa., and will establish a machine shop for repairing all machinery of a light nature, such as typewriters, cash registers, gasoline engines, marine motors, etc., besides conducting a garage for the care of electric and gasoline automobiles. Ample accommodations have been secured, and the Yonge & Cline Co. is prepared to handle all orders within its territory. The Foss Gas Engine Co., the Davis Acetylene Co., the Merritt Manufacturing Co., and the Akron Electrical Co. are among the prominent makers represented by the new company. R. E. Yonge is president, and Elmer E. Cline, secretary-manager.

#### Great Opportunity in Machinery.

Rossiter, MacGovern & Co., 17 Battery Place, New York, with branch offices at 84 State street, Boston, Mass., and Compton avenue and Papin street, St. Louis, Mo., have purchased from the United Railways & Electric Co., Baltimore (Pratt street station), the following machinery and equipment: 350-horse-power Campbell & Zell water-tube boiler in ten 350-horse-power units or five 700-horse-power boilers; three 150-horse-power Stirling boilers; four 500-horse-power McIntosh & Seymour engines, tangle bed-plate; two 80-kilowatt railway generators, direct-connected type, and a quantity of other equipment, including booster sets, heaters, belted dynamos, condensers, etc. The boilers and engines are peculiarly adapted for cotton mills. The machinery is taken from the power building that is to be torn down to make room for the widening of Pratt street, which was in the path of the Baltimore fire.

#### New Arrival in "Pittsburg District."

The well-known elevator builders, Morse, Williams & Co., Philadelphia, with branch offices in Boston, New York, Baltimore and Atlanta, have added another to the list by opening an office at 1018 Penn avenue, Pittsburg, for the sale and erection of all classes of freight and passenger elevators. This office will be in charge of a practical elevator man prepared to submit preliminary plans and specifications and furnish any information desired by architects, builders or owners. Morse, Williams & Co. have 30 years' experience and a record of 17,000 elevators sold. Some of their references in the "Pittsburg District" are Kaufman Bros., Pittsburg Union Station, Pittsburg, hydraulic passenger and freight elevators; Keystone Warehouse Co., Buffalo; Buckingham Apartments, Pittsburg, direct electric passenger and freight elevators; Diamond Match Co., Barberton, Ohio; Westinghouse Electric & Manufacturing Co., Pittsburg; New York & Pennsylvania Co., Johnsonburg, belt and belt elevator elevators. Morse & Williams machines are recognized as stand-

ard for safety, economy, efficiency and durability. The firm also makes hand elevators and dumbwaiters.

#### Burt Manufacturing Co. News.

Manufacturers and others will doubtless be interested in the following news from the Burt Manufacturing Co. of Akron, Ohio. The company states that it has received a flattering testimonial from the De Laval Steam Turbine Co. of New York regarding the American Oil Filter used in the De Laval exhibit at St. Louis. The Burt Manufacturing Co. has just shipped one of its large oil filters to the Munising Paper Co. of Munising, Mich., and another to the Singer Sewing Machine Co., both filters to be used in connection with the Siegrist oiling system. The Atlantic Mills of Providence, R. I., has received a 90-gallon Cross Oil Filter from the Burt people, this being the fourth contract. Other sales by the Burt Manufacturing Co. include a 20-inch exhaust head to the Crane Company, Chicago; another of same size to power-house owners at San Jose, Cal., and a large Cross Oil Filter to the United States Coal & Coke Co., for use in West Virginia mines.

#### Acme Road Machinery Co.

People who are concerned in the development of modern road machinery will be interested in brief facts regarding the annual meeting of the Acme Road Machinery Co. of Frankfort, N. Y. The annual report showed that the company's business for the past year was the largest in its history, and a large number of orders have been looked for spring delivery. Officers have been elected as follows: President, Philander Pollock; vice-president, Alonzo Schupp; secretary-treasurer, James W. Jones; general manager, W. A. Cook, and counsel, Jothan P. Alida. The directors are Messrs. W. A. Cook, D. B. Cook, James Dempsey, each of Frankfort; T. G. Ingersoll of Vernon, N. Y.; P. Pollock of Troy, N. Y., and A. Schupp of Albany, N. Y. C. E. Hoag, who has been with the American Road Machine Co. and the Good Roads Machinery Co., Kennett Square, Pa., for 16 years, has joined the Acme Road Machinery Co. in charge of the sales department in the Hudson valley and New York city. Chester A. Hoag, who has been with the Good Roads Company for four years, has joined the traveling forces of the Acme Company.

#### High-Class Gearing Work.

There is a general and steady demand for high-class gearing work, but not always does the buyer find it possible to obtain the exact article he desires. To correctly cut gears is a specialty in itself, and as a consequence some of the best known and most carefully managed industrial establishments are those engaged in this branch of activity. The Fawcett Machine Co. of 2830 Smallman street, Pittsburg, Pa., makes a special feature of high-class work in gear-cutting, and seeks the best class of business. It has the latest facilities for doing this kind of work, and is now satisfying some of the most exacting gear purchasers in this country. The company lays stress upon the fact that there is a vast difference between "cut gears" and "correctly cut gears," and its literature refers to this, as well as to other points of interest to gear buyers. Anyone who needs perfectly-cut gears is invited to write the Fawcett Machine Co. for estimates and a list of products kept in stock.

#### Metal Window Screens.

The Watson Manufacturing Co. of Jamestown, N. Y., has recently been allowed a patent on a meritorious all-metal window screen composed entirely of non-rustable material. The screen works on the same principle as the wooden-frame screens which the company has been manufacturing and will continue to manufacture. In high-grade modern buildings a screen better than those of wood frames has long been demanded, and this need the Watson screen is designed to fill adequately. The screen has several features of advantage, briefly, as follows: It is comparatively light in weight, the wire cloth is very smoothly and tightly stretched, lifts are convenient and inconspicuous. In case of breakage of springs, which is a common fault with many screens, the spring used in the Watson screen can be removed and replaced without the use of tools. Strength and durability are prominent features, and one has only to compare it with others now in use to become aware of its superiority in all points. This company is already well known throughout the country for its meritorious productions of wood screens and sliding and venetian blinds. From the demonstrable advantages of the new metal screen, together with the full line of other work produced by this company, its representatives will have a very superior and complete

line. Agencies will be placed in all principal cities where the company is not already represented.

#### A Commercial Moral.

An interesting transaction, and one which points a moral, is that just concluded, whereby the New Jersey Sand-Lime Brick Co. has purchased from Christian J. Larsen his sand-lime brick plant at Charleston, S. C. This plant was erected by the Schwarz System Brick Co. of New York early in 1904. It was the first plant erected by the company, and hence does not exhibit any of the latter-day improvements of the plants now being built. The company was handicapped in many ways, being compelled to import some of the machinery, as well as some of the help. The machinery, while containing the essential features which go to make the plants of this company so superior, was not the machinery of such high development as American engineers connected with this company have since made it, and the superintendence of these installations and starting by the impractical German was much against it. The plant failed to prove a financial success, due undoubtedly to some fault in management, as the bricks made were those exhibited at St. Louis, and for which the Louisiana Purchase Exposition awarded the Schwarz System Brick Co. the grand prize. Herein is the moral, that an article which in the language of the official notification was "without an equal," it having received "the highest award that the world can give for the excellence of the product," could not be made a financial success, undoubtedly proves the lack of business ability in the management. As above stated, the plant has been bought for the New Jersey Sand-Lime Brick Co. R. Napier Anderson, a well-known architect of New York, was appointed by this company to make a tour of the different plants operated under the various systems now working in this country. Mr. Anderson visited plants which were only recently erected, and hence had the advantage of the experience which the different companies have had in the past year.

#### York Manufacturing Co. Contracts.

Machinery for manufacturing ice and refrigerating continues in large demand. The equipments furnished by the York Manufacturing Co. of York, Pa., are popular with buyers, because of general efficiency, economical operation and other features. The company has recently closed contracts for 25-ton addition to ice plant of C. E. Wright Ice & Coal Co., Greenwood, Miss.; 20-ton compression side with brine cooling and piping, Fort Schuyler Brewing Co., Utica, N. Y.; 60-ton ice plant addition, Morgenthaler Bros., Philadelphia; 15-ton ice plant, Tulsa (I. T.) Ice Co.; 25-ton ice plant, Norton (Kan.) Ice, Light & Cold Storage Co.; 10-ton ice and refrigerating plant, Emigsville Creamery Co., York, Pa.; 65-ton compression side, Danville (Ill.) Artificial Ice Co.; 20-ton refrigerating machine, Blumer & Bartain, Columbus, Ohio; 10-ton ice plant, David Wilson, Carlisle, Ill.; 10-ton refrigerating machine, Ekenberg Milk Products Co., Cortlandt, N. Y., and five-ton ice plant, Hank Bros., Monongahela, Pa. Additional contracts were also secured as follows: At New York, for Childs Unique Dairy Co., 10-ton refrigerating plant; Columbus, Ohio, Samuel A. Esswein, 10-ton refrigerating; Denver, Col., Colorado Ice & Storage Co., 150-ton freezing and distilling system; Canton, Miss., Westerlin & Campbell Construction Co., 75-ton ice-making plant; Pittsburg, Pa., Hazlewood Brewing Co., 65-ton refrigerating machine; Highlandtown, Md., Thos. J. Kurlde, 30-ton refrigerating plant; Youngstown, Ohio, Bauman Manufacturing Co., a 10 and 20-ton machine with brine coolers and piping; Salt Lake City, Utah, H. Wegener Brewing Co., 40-ton refrigerating machine and direct expansion piping; Akron, Ohio, Klages Coal & Ice Co., 25-ton ice-making plant; Montrose, Col., Montrose Electric Light & Power Co., 40-ton refrigerating machine, 15-ton ice-making plant and piping for cold storage; Water Valley, Miss., Theo. A. Hale, 10-ton ice plant; Roanoke, Va., Consumers' Ice Co., 25-ton ice-making plant; Clarksdale, Miss., Clarksdale Ice and Bottling Works, 15-ton ice plant; Springfield, Mass., Cooley's Hotel, 10-ton refrigerating plant; Clearfield, Pa., Clearfield Brewing Co., 20-ton compression side with 12-ton freezing and distilling system; Warren, Pa., Smight & Horton Co., 30-ton refrigerating plant; McKeesport, Pa., Peters Packing Co., 20-ton compression side; Brooklyn, N. Y., Swift & Co., 65-ton refrigerating plant; Richmond, Ky., Logan & Morris, 35-ton ice-making plant; Springfield, Mass., H. I. Handy & Co., 10-ton refrigerating plant; Elizabethtown, Ky., Sweets & Cofer, 10-ton compression side and distilling system; Piree, Greece, M. Chrissifidis, six-ton ice plant; Philadelphia, Pa., Pennsylvania Cold Stor-

age & Market Co., 60-ton shell type brine coolers, and Pittsburg, Pa., C. C. Weinlauf, six-ton refrigerating plant. Many other contracts for direct expansion piping, for installing single-acting compressors in place of double-acting freezing systems, coils of atmospheric ammonia condensers, etc., have also been received.

#### TRADE LITERATURE.

##### Novel Coal and Ashes Distribution.

A novel coal and ashes distribution plant is described and illustrated in Bulletin A issued by the Jeffrey Manufacturing Co., Columbus, Ohio. The details regarding this plant will interest every engineer or manager who has coal and ashes to handle in industrial establishments. Write the company for copy of the bulletin.

##### Watertown Automatic Engine.

The record of the Watertown Engine has been one of growth and constant improvement. This engine is used everywhere, its superior construction and the great satisfaction it gives in operation recommending it to every careful buyer of power machinery. The Watertown Steam Engine Co. of Watertown, N. Y., builds this engine. It has an extensive manufacturing plant where its engines, as well as boilers, are built. An illustrated pamphlet calling attention to the Watertown products is now being distributed.

##### Hand Compressors.

The Rand Drill Co. has just issued two compressor catalogues, Nos. 10 and 11. The No. 10 catalogue describes fully the "Imperial" type 10 steam, belt, gear and silent chain-driven air compressors, giving speeds, capacities, air pressures, horse powers, etc., and is illustrated throughout with half-tone cuts of the various styles of type 10 machines. Catalogue No. 11 illustrates and describes the "Imperial" type 11 machines, which are vertical compressors built for driving by belt, gear and silent chain. Send for copies. Address New York office at 128 Broadway.

##### Loom Checks.

An interesting article on loom checks and full of information for cotton-mill men is presented in the January number of Cotton Chats. It tells about the difficulties met with heretofore in the operation of loom checks and about the improvements that have been made recently in this direction. The renown of the Draper Company in the designing and building of cotton machinery will cause cotton manufacturers to give careful consideration to its remarks about loom checks. Write the company for the January Cotton Chats; offices at Hopdale, Mass.

##### Pressed-Steel Shaft-Hanger.

Mill-supply houses and other establishments, buyers and others interested in the American Pioneer Pressed-Steel Shaft-Hanger will be pleased to know that there has been issued a handsome wall hanger showing this specialty. The illustration is made from photographs, and refers briefly to the features of the specialty—rigidity, lightness, handiness, unbreakableness, the low list price and high discounts quoted to dealers. The American Pioneer is made by the Standard Pressed Steel Co., 20th and Clearfield streets, Philadelphia, Pa., which will forward copies of the wall hanger to applicants.

##### A Rand Catalogue.

The Rand Drill Co., 128 Broadway, New York, has just issued the fourth edition of its catalogue "C" for air and gas compressors. This catalogue lists and describes many sizes of the various types of steam (Corliss, Meyer and plain), belt, gear and chain-driven compressors, including articles on water impulse and sectional machines, and is rich in half-tone cuts showing the construction of the Rand standard and special compressors. The volume also contains articles of a semitechnical character which explain clearly the phenomena attending the compression and expansion of air; also a number of tables of much value to those interested in the study of air compression. Sent on request.

##### Goulds Sprayers.

How to spray, when to spray and what sprayers to use are questions for the growers of fruits, vegetables, etc., and others who need spraying devices in the conduct of their business, or even for suburban and country homes. Orchardists, viticulturists, nurserymen, market gardeners, farmers, florists, arboriculturists and all others who raise products of the soil, poultry and stock raisers, have found Goulds Sprayers give the best of satisfaction. These sprayers are described and illustrated in a pamphlet now



being distributed by the Goulds Manufacturing Co. of Seneca Falls, N. Y., which manufactures the Goulds Sprayers and has branch offices in all parts of the United States. St. Louis office at 8th and St. Charles streets; Louisville, at 327 West Main street; New Orleans, at Baronne and St. Joseph streets.

#### Doble Needle Regulating Nozzle.

A great deal has been done in the past 25 years to increase the efficiency of nozzles, with the idea of using the streams for fire and power purposes. The Abner Doble Company has for some years been studying nozzles to be used under high heads for power purposes, and as a result of its investigations brought forth quite recently a needle regulating nozzle. For purposes of determining the efficiency of this nozzle the civil engineering department of the Massachusetts Institute of Technology procured one of the new nozzles. The results were so highly satisfactory and so interesting from many standpoints that the result of the investigation has been published in pamphlet form, accompanied by illustrations, for the benefit of all who are concerned in modern nozzles. The Abner Doble Company is located at San Francisco, Cal., where requests for copies of the pamphlet can be addressed.

#### P. F. Campbell, Millwright and Machinist.

Among the successful engineers, millwrights and machinists who have been the means of bringing full recognition to American methods and machinery may be named P. F. Campbell of Philadelphia. Mr. Campbell (successor to Thompson & Campbell) acts as machinist, millwright and draughtsman and steam-engine builder, manufactures millstones, trimmers' improved adjustable grain scouring, rubbing, polishing and separating machines combined, etc. He has issued a pamphlet which is illustrative and descriptive of his specialties and affords buyers an opportunity to form an idea of the work he does and machinery he supplies for progressive manufacturers and mill men. The pamphlet lists the link belt, sprocket wheels, French burr millstones, portable burr mills, coffee mills, bone and phosphate mills and other mechanical equipments which Mr. Campbell offers to buyers. P. F. Campbell has an extensive manufacturing establishment at 51 to 57 Laurel street, Philadelphia, Pa., where he makes the machinery which he has introduced so widely and successfully. Dealers and buyers are invited to write for Campbell literature.

#### Williams Economizers for Steam Plants.

Owners and operators of steam plants will find interesting facts presented for their consideration in an illustrated pamphlet now being distributed. This pamphlet serves to introduce a few economizers for steam plants. It tells about automatic safety feed-water regulators that perfectly fulfill their functions, traps that actually trap without waste of steam, gauge cocks, pump governors, quick-closing water gauges, safety water columns and blowoff valves which deserve the critical examination of steam-users. These various devices are of the highest grade of modern economical steam specialties. They are made after designs that have proven their perfection in thousands of instances, thus assisting in the operation of steam power plants and enabling the owners to economize to an extent they had hardly realized was possible. The devices in question are manufactured by the Williams Gauge Co. of Pittsburg, Pa. This company invites requests for copies of the publications presenting its claims for Williams equipments. The company is desirous at this time of arranging for representation in the Southern territory, and invites energetic and competent men to write for particulars.

#### Coal Yards and Coal-Handling Machinery.

In the establishment of coal yards, as in almost every other business, it is necessary that due regard be given to the equipment and arrangement in order that competition may be met successfully. In this avenue of activity engineers have found a receptive field for their ideas. The Borden & Selleck Co., 48th and Lake streets, Chicago, Ill., is prominent in this work. It engineers, designs and builds coal yards and coal-handling machinery of the latest approved type, affording buyers the best ways and means of conducting their enterprises. The Borden & Selleck Co. will, upon receipt of rough sketch showing requirements, furnish estimates and preliminary drawings, and if desired will send a competent millwright to superintend the erection of pockets and machinery. Plants can be supplied for handling material in given quantities per hour, to elevate and

convey any distance specified, operating by steam engine, electric motor, gas or gasoline engine. The company issues an illustrated pamphlet describing plants which it has installed, and the facts presented will give prospective purchasers good ideas as to the practical and economical results which have been obtained by those who are using Borden & Selleck equipments. Send for pamphlet.

#### The "Vortex" Centrifugal Pumps.

A pocket catalogue of the "Vortex" centrifugal pumps is being distributed among those who are likely to be interested in the purchase of machinery of this type. The improved double suction pumps shown are built from new designs and patterns which the maker has found desirable, and in which have been incorporated several desirable features and improvements suggested by an experience of nearly 20 years in designing, building, erecting and operating centrifugal pumping machinery. These pumps are used largely in paper and pulp mills, tanneries, blancheries, print works, chemical works, sugar refineries, cotton and woolen mills, for draining and irrigating land, pumping out dry-docks, for wrecking, dredging and mining purposes, for circulating water in surface condensers, for raising sewerage, for pumping out cofferdams and excavations, for general contractors' requirements, for circulating purposes in hot-water heating systems, and in connection with filters. They may be used in any place where water or any liquid is to be elevated to a moderate height quickly, cheaply and efficiently. The Lawrence Pump & Engine Co., Lawrence, Mass., builds the "Vortex" pumps, and will send copies of the new catalogue to all inquirers, and anyone who thinks of buying a pump should examine the catalogue before placing contract.

#### The United Coke & Gas Co.

An interesting announcement is now being made by the United Coke & Gas Co., 17 Battery Place, Whitehall Building, New York city. The company states that the lease of its by-product coke-oven business to the Semet-Solvay Company of Syracuse, N. Y., has terminated. This puts the United Company in its former position of exploiting by-product coke ovens of the Otto-Hoffman and the United-Otto types. The great number of these ovens now in operation or contracted for (2902 in the United States and Canada) demonstrates conclusively that the by-product recovery in the manufacture of coke is now permanently established. The American Coal Products Co., 17 Battery Place, New York, will continue to act as selling agent for the tar and ammonia produced by both the United-Otto and Semet-Solvay ovens. Pamphlets are about to be issued covering the subject of by-product coke ovens, and copies will be sent to all applicants. The United Coke & Gas Co. has elected G. W. Elkins, chairman; W. H. Childs, president; Dr. F. Schiewind, vice-president; T. M. Rianhard, vice-president and treasurer, and E. J. Steer, secretary. The directors include these officers and the following: Messrs. I. D. Fletcher, Stephen Peabody, Albert Strauss, Eversley Childs, S. E. Barrett, Emerson McMillin, R. C. Pruyn, G. D. Widener, Edmund C. Converse and Powell Stackhouse.

#### A Tale of a Drop of Oil.

"A Tale of a Drop of Oil" is a little booklet which tells the story of the life of a drop of oil born in the oil regions of Pennsylvania. This little drop's career is very interesting, and will especially appeal to engineers who are on the alert to keep thoroughly posted on lubrication and are desirous of being informed regarding the latest and most approved systems for oiling machinery. The tale of a drop of oil is told in the first person, and chronicles the adventures of the little one from the time of its birth to its permanent engagement in a large industrial establishment, where it forms a part of millions of other drops utilized through the Bonar Gravity Oiling System. With this system the oil may be used liberally, keeping the bearings well lubricated, and at the same time effecting better economy in the use of oil. The dirty oil from the engine is conveyed through a pipe to the oil filter, where it is purified and then pumped to a storage tank above the engine. From there it flows by gravity and is distributed to the various sight-feed attachments on the engine. The oil cups may be left in place, and, if necessary, used independently. In case of cleaning filter or replacing pump, the amount of oil in storage tank suffices in the meantime. The system is continuous, and requires but ordinary attention. It is offered by James Bonar & Co. (Inc.), Frick Building, Pittsburg, Pa. If you are interested in perfect lubrication, the booklet will give you some pointers of value.

## FINANCIAL NEWS

The Manufacturers' Record invites information about Southern financial matters. Items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

### Review of the Baltimore Market.

Office Manufacturers' Record,

Baltimore, Md., February 1.

Considerable activity was manifested in Seaboard in the Baltimore stock market during the past week, and the stock, both common and preferred, advanced. There was also some advance in the 4 per cent. bonds. Cotton Duck likewise displayed improvement, the incomes and the 5 per cents each advancing several points. United Railways were firmer, and there was a little more doing in G. B. & S. Brewing issues, but Consolidated Gas was dull. Alabama Consolidated Coal & Iron was higher, and the general list manifested steadiness and strength.

In the dealings United Railways common sold from 13 1/8 to 13 3/8, reacting to 13 1/4, the incomes from 50 5/8 to 52 3/8 and the 4s from 93 1/4 to 94 1/4. United Light & Power preferred was traded in at 49 1/2 and 50, the 4 1/2s selling at 96. Consolidated Gas 6s changed hands at 108 7/8 and the 5s at 115 1/2. Seaboard common rose from 17 3/4 to 20 1/4, reacting to 19; the preferred went from 36 3/4 to 38 3/4, reacting to 37 3/4; the new common sold at 23 1/2, the rights from 1 3/4 to 2, the new 2d preferred from 48 to 50; Seaboard 4s rose from 87 3/4 to 89 3/4, reacting to 88 3/4; the 10-year 5s were traded in at 104 1/4 and 104 1/2 and the 3-year 5s at 101 3/4. Cotton Duck common sold between 7 1/2 and 8 1/4; the incomes from 26 to 31 1/2, reacting to 30, and the 5s from 73 3/4 to 77, with last sale at 75 1/2. G. B. & S. common was dealt in at 9 to 10, the incomes from 27 1/4 to 30 and the 1sts from 57 3/4 to 58 3/4.

Bank stocks sold as follows: Union, 119; First National, 150; Merchants', 170. Trust and other company stocks were dealt in as follows: Baltimore Trust, 310; United States Fidelity, 126 to 125; Central Trust, 57; Union Trust, 59 to 60; Fidelity & Deposit, 155; International Trust, 137.

Other securities were traded in as follows: Alabama Consolidated Coal & Iron common, 41 1/2 to 42 1/2; the preferred, 88 to 90; the 5s, 88 1/4 to 90; Atlantic Coast Line common, 122 to 123; do. Consolidated 4s, 101 1/2 to 101 3/4; do. new 4s certificates, 91 to 91 1/4; Atlantic Coast Line of Connecticut, 317 1/2; do. do. 4s certificates, 5-20s, 94 1/2 to 95; Georgia Southern & Florida 1st preferred, 100 to 97 1/2; Maryland & Pennsylvania stock, 17 1/2; Northern Central stock, 104 and 103; Charleston Consolidated Electric 5s, 94 1/4 to 93 1/4; Columbia & Greenville 6s, 116 1/4; Norfolk Railway & Light 5s, 95 to 94 3/4; Virginia Midland general mortgage 5s, 116; North Carolina 6s, 131 1/4; do. 4s, 102 to 102 1/4; Virginia Century new 3s, 96 1/2 to 97 1/2; Baltimore City 3 1/2s (1930), 108; do. 5s (1916), 119; Merchants' Coal 5s, 95; Anacostia & Potomac 5s, 106 1/2; Georgia Pacific 1st 6s, 124; Western Maryland 4s, 93 3/4 and 93; West North Carolina 6s, 116 1/2 to 115 1/2; Consolidation Coal refunding 4 1/2s, 100 1/2 to 100 1/4; Maryland Telephone 5s, 99 1/2 to 100; Atlanta & Charlotte 1st 7s, 105 3/4; Charleston & West Carolina 5s, 114 1/2 to 115 1/2; City & Suburban 5s (Baltimore), 113 1/4; Florida Southern 4s, 98 1/2 to 98 3/4; Virginia Electric Railway & Development 5s, 99; Maryland Telephone general mortgage 5s, 75 to 85 1/2; Columbia, Newberry & Laurens 3s, 70; Georgia & Alabama Consolidated 5s, 112 3/4 to 113; Macon Railway & Light 5s, 97; Gainesville City 6s, 105; Carolina Central 4s, 97 1/2

to 98; Colorado Midland 1st 4s, 74 1/2; Pittsburg-Allegany Telephone 5s, 82 to 85 1/2; Potomac Valley 5s, 116; Raleigh & Augusta 6s, 123 3/4 to 124 1/4; Canton Company stock, 93; Mobile City 4 1/2s (1930), 104; Baltimore Brick 5s, 84; North Baltimore 5s, 120 1/4; West Virginia Central 6s, 111; Northern Central 5s (A), 120 3/4.

### SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended February 1, 1905.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast Line.....	100	122	122 1/2
Atlantic Coast Line of Conn.....	100	316	321
Charleston Con. Ry. G. & E.....	50	16	16
Georgia Sou. & Fla. 1st Pref.....	100	99 1/2	100
Georgia Sou. & Fla. 2d Pref.....	100	75	75
Maryland & Pennsylvania.....	100	17 1/4	18
Seaboard Railway Common.....	100	19	19 1/4
Seaboard Railway Preferred.....	100	37 1/2	37 3/4
United Railways & Elec. Co.....	50	13 3/4	13 3/8

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank.....	10	28 3/4	29 1/4
Commercial & Far. Nat. Bank.....	100	105	105
Farmers & Mer. Nat. Bank.....	40	57	57
First National Bank.....	100	151	151
German Bank.....	100	107	107
Merchants' National Bank.....	100	170	170
National Bank of Baltimore.....	100	118	118
National Bank of Commerce.....	15	27	27
National Howard Bank.....	10	11	11
National Marine Bank.....	30	38	40
National Mechanics' Bank.....	10	22	26 1/2
National Union Bank of Md.....	100	119	121 1/2
Second National Bank.....	100	186	186
Western National Bank.....	20	39 1/2	41

### Trust, Fidelity and Casualty Stocks.

Baltimore Trust & Guarantee.....	100	300	311
Central Real Estate & Trust.....	50	57	62 1/2
Fidelity & Deposit.....	50	155	157
International Trust.....	100	132	137
Maryland Casualty.....	25	59 1/2	59 1/2
Union Trust.....	50	59	60
U. S. Fidelity & Guaranty.....	100	125 1/2	127

### Miscellaneous Stocks.

Alabama Con. Coal & Iron.....	100	40	43
Ala. Con. Coal & Iron Pref.....	100	89	90
Consolidated Gas.....	100	85	85 1/2
Consolidation Coal.....	100	74	74
Cotton Duck Voting Trust.....	100	7 1/2	8
G. B. & S. Brewing Co.....	100	9 1/2	10
International Mer. Marine.....	100	14	15
United Elec. L. & P. Pref.....	50	49 1/2	50

### Railroad Bonds.

Albany & Northern 5s, 1916.....	92 1/2	92 1/2
Atlanta & Charlotte 1st 7s, 1907.....	105 3/4	106 1/4
Atlan. Coast Line 1st 5s, 1902.....	101 3/4	102
Atlantic Coast Line 4s, 1915.....	91	91 1/2
Atlantic Coast Line (Conn.) 4s.....	94 1/2	95
Atlan. Coast Line (S. C.) 4s, 1918.....	102 1/2	103
Carolina Central 4s, 1919.....	98	98 1/2
Charleston & West. Car. 5s, 1916.....	114 1/2	115 1/2
Char. Col. & Aug. 1st 5s, 1910.....	118	118
Char. Col. & Aug. 2d 5s, 1910.....	119	119
Coal & Iron Railway 6s, 1920.....	108 1/2	109 1/2
Columbia & Greenville 1st 6s, 1916.....	116 1/2	117
Florida Southern 4s, 1910.....	98 3/4	98 3/4
Georgia & Alabama 5s, 1915.....	112 1/2	113 1/2
Georgia, Car. & North. 1st 5s, 1920.....	111 1/2	112
Georgia Pacific 1st 6s, 1922.....	124	125
Georgia Sou. & Fla. 1st 5s, 1915.....	114	115
Maryland & Pennsylvania 4s, 1911.....	94 1/2	95 1/4
Petersburg, Class B 6s, 1925.....	129 1/2	129 1/2
Raleigh & Augusta 1st 6s, 1920.....	124 1/2	125
Seaboard Air Line 4s, 1910.....	88 3/4	89
Seaboard Air Line 5s, 10-year, 1911.....	104 1/2	104 1/2
Seaboard Air Line 5s, 3-year.....	101 1/2	101 1/2
Seaboard & Roanoke 5s, 1926.....	110 1/2	110 1/2
Silver Springs, Ocala & Gulf 4s, 1918.....	101	101
Virginia Midland 2d 6s, 1911.....	113	113
Virginia Midland 1st 4 1/2s, 1921.....	114	114 1/4
Virginia Midland 5th 5s, 1926.....	116	116 1/2
Western Maryland new 4s, 1912.....	92 3/4	93 1/4
West. North Carolina Con. 6s, 1914.....	115	116
West Virginia Central 1st 6s, 1911.....	110 3/4	112

### Street Railway Bonds.

Anacostia & Potomac 5s, 1919.....	106 1/4	106 1/4
Augusta Rwy. & Elec. 5s, 1910.....	103 1/2	105
Baltimore City Passenger 5s, 1911.....	107 1/2	107 1/2
Charleston Con. Electric 5s, 1909.....	93	94
City & Suburban 5s (Wash.), 1918.....	106 3/4	107
Lexington Railway 1st 5s, 1919.....	103 1/2	104
Macon Rwy. & Lt. 1st Con. 5s, 1912.....	87 1/2	90
Newport News & Old Pt. 5s, 1938.....	100	100
Norfolk Railway & Light 5s.....	94 1/4	94 1/4
Norfolk Street Railway 5s, 1914.....	108	108
United Railways 1st 4s, 1919.....	94 1/2	96
United Railways Inc. 4s, 1919.....	92	92 1/2

### Miscellaneous Bonds.

Alabama Consol. Coal & Iron 5s.....	89	90
Consolidated Gas 6s, 1910.....	108 3/4	109
Consolidated Gas 5s, 1930.....	115 1/4	115 1/4
G. B. & S. Brewing 1st 3 1/2s.....	58 1/2	59
G. B. & S. Brewing 2d Incomes.....	29 1/2	29 1/2
Maryland Telephone 5s.....	99	100
MT. V. & Woodby's Cot. Duck 5s.....	75 3/4	75 3/4
MT. V. & Woodby's Cot. Duck Inc.....	29 1/2	30
United Elec. Light & Power 4 1/2s.....	95 3/4	96

### SOUTHERN COTTON-MILL STOCKS

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending January 30.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	69	73
Alben Mfg. Co. (S. C.).....	85	93
Anderson Cotton Mills (S. C.).....	115	115
Arkwright Mills (S. C.).....	106	106
Augusta Factory (Ga.).....	75	77
Belton Mills (S. C.).....	99	101
Bilb Mfg. Co. (Ga.).....	102	102
Brandon Mills (S. C.).....	102	102
Buffalo Cotton Mills (S. C.).....	89	97 1/2
Calabur Cotton Mills (N. C.).....	122 1/2	122 1/2
Chadwick Mfg. Co. (N. C.).....	102	102
Chilquola Mfg. Co. (S. C.).....	95	96
Clifton Mfg. Co. (S. C.).....	85	91 1/4
Clifton Mfg. Co. (S. C.) Pref.....	89	100 1/2
Clifton Cotton Mills (S. C.).....	135	135
Coventry Mfg. Co. (S. C.).....	108	108
Columbia Mfg. Co. (Ga.).....	88 1/2	88 1/2
Dallas Mfg. Co. (Ala.).....	79	85
Darlington Mfg. Co. (S. C.).....	77	90
Easley Cotton Mills (S. C.).....	100	100
Enoree Mfg. Co. (S. C.).....	85	85
Enoree Mfg. Co. (S. C.) Pref.....	100	100
Enterprise Mfg. Co. (Ga.).....	80	80
Exposition Cotton Mills (Ga.).....	160	200
Gaffney Mfg. Co. (S. C.).....	70	75

Gainesville Cotton Mills (S. C.)	50
Graniteville Mfg. Co. (S. C.)	125
Greenwood Cotton Mills (S. C.)	102
Grendel Mills (S. C.)	101
Henrietta Mills (S. C.)	136
King Mfg. Co. John P. (Ga.)	90
Lancaster Cotton Mills (S. C.)	110
Lancaster Cot. Mills (S. C.) Pfd.	100
Langley Mfg. Co. (S. C.)	92
Laurens Cotton Mills (S. C.)	171
Limestone Mills (S. C.)	95
Lockhart Mills (S. C.)	101
Louise Mills (N. C.)	92
Louise Mills (N. C.) Pfd.	102
Marlboro Cotton Mills (S. C.)	91
Mayo Mills (N. C.)	180
Mills Mfg. Co. (S. C.)	95
Mills Mfg. Co. (S. C.) Pfd.	100
Monarch Cotton Mills (S. C.)	91
Monaghan Mills (S. C.)	100
Newberry Cotton Mills (S. C.)	120
Norris Cotton Mills (S. C.)	101
Odell Mfg. Co. (N. C.)	101
Orangeburg Mfg. Co. (S. C.) Pfd.	100
Orr Cotton Mills (S. C.)	99 1/4
Pacolet Mfg. Co. (S. C.) Pfd.	101
Peizer Mfg. Co. (S. C.)	172
Piedmont Mfg. Co. (S. C.)	178
Poe Mfg. Co. (S. C.)	125
Raleigh Cotton Mills (N. C.)	100
Saxon Mills (S. C.)	102
Shiley Mfg. Co. (Ga.)	60 3/4
Spartan Mills (S. C.)	129
Trion Mfg. Co. (Ga.)	130
Tucapau Mills (S. C.)	142
Union Cotton Mills (S. C.)	129
Union Cotton Mills (S. C.) Pfd.	99
Victor Mfg. Co. (S. C.)	115
Warren Mfg. Co. (S. C.)	103
Warren Mfg. Co. (S. C.) Pfd.	106
Washington Mills (Va.)	15
Washington Mills (Va.) Pfd.	96
Woodruff Cotton Mills (S. C.)	97

### Demand for Southern Investments.

The Metropolitan Investment Co., with headquarters at Charleston, S. C., and doing business all over the South, reports ten times as many inquiries for Southern investments at the present time as were made one year ago. Investors seem to be realizing that the greatest opportunities for quick and safe profits are in the South, and are availing themselves of the services of such concerns as this company, which sells property of all kinds in every part of the South and Mexico. The president and active manager of the company is Major Geo. B. Edwards of Charleston, S. C., who was born in the South, and having been engaged in business there all his life, is thoroughly conversant with conditions in this section. His long experience in banking and transportation is valuable to investors who consult him regarding properties with possibilities of development, as well as to the owners of such properties who are desirous of selling.

### Bank Reports.

The First National Bank of South Boston, Va., reports at the close of business January 11 loans and discounts, \$117,952; cash on hand and in banks, \$44,620; capital, \$25,000; surplus and undivided profits, \$5446; deposits, \$125,819. One year ago the loans and discounts were \$85,312; cash, \$23,145; capital, \$25,000; surplus and undivided profits, \$2951; deposits, \$81,812. R. H. Edmondson is president; J. D. Tucker, vice-president, and H. J. Watkins, Jr., cashier.

The Cleveland National Bank of Cleveland, Tenn., reports at the close of business January 11 loans and discounts, \$471,991; cash and due from banks, \$86,594; capital, \$150,000; surplus and profits, net, \$141,477; deposits, \$322,191. J. E. Johnston is president; W. P. Lang, cashier, and Frank J. Harle, assistant cashier.

### New Corporations.

It is reported that Asa G. Candler is organizing a new bank at Atlanta, Ga.

The Citizens' Bank has begun business at Godley, Texas, with J. R. Beaver as cashier and manager.

Plans are under way to establish a new bonding company at Baltimore, Md. Mr. Olin Bryan and others are interested.

Gainesville, Texas.—An election is to be held to decide the question of issuing \$200,000 of Cooke county road bonds.

The Commercial Bank, with \$50,000 capital, is to be established at Fayette, Miss., by business men of the community. Oklahoma City, O. T.—An election is to be held to vote on the question of issu-

ing \$30,000 of bonds for school buildings.

Sterling City, Texas.—The State board of education has purchased \$25,000 of 4 per cent. Sterling county courthouse bonds.

Knoxville, Tenn.—It is probable that a bill will be introduced in the legislature asking for authority to issue \$200,000 of electric-light-plant bonds.

It is reported that a new bank with \$25,000 capital is to be established at Claxton, Ga., the institution to be known as the People's or Citizens' Bank.

The Choctaw Exchange Bank of Hugo, I. T., has organized a number of branch banks to be established at Idabel, Fort Townsend, Valiant and Soper.

The Bank of Clinton has been incorporated at Clinton, Hinds county, Mississippi, with \$15,000 capital, by Dr. W. T. Lowery, Prof. J. W. Provine and others.

The Southern Realty Co. of Birmingham, Ala., has been incorporated by J. H. Laumer, L. Laumer, J. E. Bennett, H. E. Bennett, James L. Davidson and A. Wyman.

The First National Bank of Porter, I. T., capital \$25,000, has been approved. The organizers are J. P. Funk, J. W. Hensly, T. J. Cook, Charles Ketchen and J. R. Moody.

It is reported that a new savings bank with \$50,000 capital is to be established at Oak Hill, W. Va. Those interested are C. T. Jones, J. S. Lewis, George Wolfe and J. S. Hill.

The Bank of Southern Pines, with \$10,000 capital, has been incorporated at Southern Pines, N. C., by A. A. Herzmann, R. E. Geyer, K. M. Ferguson, D. F. McAdams.

The First National Bank of Knox City, Texas, capital \$25,000, has been approved. The organizers are W. H. Shelby, F. G. Alexander, J. C. Bryant, R. L. Penick and J. T. Halsell.

The Bank of Durbin has been incorporated at Durbin, W. Va., with \$30,000 by W. G. Wilson, W. E. Baker, R. Darden, John E. Havener and E. D. Talbot, all of Elkins, W. Va.

It is reported that W. D. Hume and W. M. Koonce of Dallas and A. M. Young of Fort Worth are promoting a plan to establish a new bank at Overton, Texas, with \$15,000 capital.

The Farmers' State Bank of Tarlton, Pawnee county, Oklahoma Territory, capital \$10,000, has been incorporated by W. E. Canfield, J. Q. Newell and Frank Adams of Jennings, O. T.

The First National Bank of Konawa, I. T., capital \$25,000, has been approved. The organizers are W. R. Merston, Konawa, I. T.; W. H. Holman, H. H. Holman, A. Keller and Reid Riffin.

The Erin Banking Co. of Houston county, Tennessee, has been incorporated, with \$25,000 capital, by V. R. Harris, J. G. Collier, Robert Boone, J. A. Happer, T. L. McKinnon and J. E. Collier.

Union, S. C.—A meeting of stockholders of the Union & Glenn Springs Railway is to be held February 8 to vote on the issuing of \$1,200,000 of first-mortgage bonds. Geo. M. Wright is secretary.

The Bank of Athens, capital \$25,000, has been incorporated at Athens, Mercer county, West Virginia, by H. M. Shumate, R. G. Meador, A. T. Maupin, J. K. Lilly and J. T. Holroyd, all of Athens.

Articles of incorporation have been filed for a new national bank at Leesville, La. Those interested are Mr. Ferguson and capitalists of Leesville, and John N. Gilbert and Beauregard Pipkin of Beaumont.

The City National Bank of Wagoner, I. T., capital \$50,000, has been approved. The organizers are W. B. Kane, B. L. Taylor, James A. Daugherty, Henry J. Gorin, A. F. Parkinson and Ernest E. Smith.

The First National Bank of Golden

City, Mo., capital \$25,000, has been approved. The incorporators are D. E. Ketcham, Golden City, Mo.; D. E. Pence, W. R. Jewell, R. B. Price and S. H. Butler.

The First National Bank of Bosworth, Mo., capital \$30,000, has been authorized to begin business with the following officers: W. H. Trenchard, president; John Forsyth, vice-president; O. G. Kinsey, cashier.

The First National Bank of Ozark, Ala., capital \$25,000, has been approved. The organizers are D. Holman, Ozark, Ala.; H. O. Dowling, H. C. Dowling, R. E. Holman, H. L. Holman and Y. Allen Holman.

The First National Bank of Frankston, Texas, capital \$25,000, has been approved. The incorporators are J. H. Robinson, Frankston, Texas; Geo. W. Riddle, Dave H. Shapira, J. J. Terry and E. L. Jones.

The People's National Bank of Lampasas, Texas, has been authorized to begin business with \$25,000 capital. The officers are J. M. Brown, president; W. R. Williamson, vice-president; J. F. White, cashier.

The Merchants' National Bank of Salinas, I. T., has been authorized to begin business with \$50,000 capital. The officers are W. H. McDonald, president; W. J. Echols, vice-president, and John C. Gardner, cashier.

The Southeast Permanent Building and Savings Association, capital \$520,000, has been incorporated at Baltimore, Md., by James F. Mather, John M. Friedel, John Ziegenhein, Henry Schmalbach and George A. Finch.

The Great Central Building and Loan Association has been incorporated at Baltimore, Md., with \$208,000 capital, by Isaac Radusky, William W. Boone, Granville Lindsay, Francis P. Curtis and Meyer Rosenberg.

The Bank of West Nashville, to be located at West Nashville, Tenn., with \$25,000 capital, has filed articles of incorporation. The incorporators are F. P. Lovell, E. F. Pool, J. L. Valentine, Edgar Magness and R. F. Jackson.

Application for a charter for the Mutual Benefit Life Insurance Co. of Georgia, to be located at Valdosta, Ga., has been made by John F. Lewis, L. W. Shaw, A. V. Simms, W. C. Willis and W. E. Thomas, all of Lowndes county, Georgia.

Charter for a new bank at Medina, Tenn., with \$25,000 capital, has been filed by W. P. Cole, C. A. Raiolett, T. J. Graves, W. J. Birdson, W. O. Graves, J. T. Walker and J. B. Rowlett. W. P. Cole is president, and C. A. Rowlett, cashier.

It is reported that the new Bank of Prescott, Ark., has begun business with \$100,000 capital. The officers are: Ex-Congressman T. C. McRae, president; W. Y. Foster of Hope, vice-president; C. S. McCain, cashier. Charles McKee of the Mercantile Trust Co., Little Rock, is one of the stockholders.

The First National Bank, with \$25,000 capital, has been organized at Horse Cave, Ky., with H. Y. Davis as president. The promoters and stockholders are John H. Yancy and Ben M. Steffey of Horse Cave, H. Y. Davis of Cave City, and W. B. Smith, cashier of the First National Bank of Glasgow, Ky.

A new bank with \$10,000 capital is reported organized at Ravenna, Texas. The officers are J. F. Anthony, president; J. E. Spies, vice-president; C. F. Christensen, cashier. The stockholders outside of Ravenna are S. D. Simpson, Bells; Z. G. Neal, Bells; J. M. Adams, Tishomingo; Hon. J. L. Harbison, Collinsville; J. N. Hughes, Bonham; C. F. Christensen, Bells.

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The American National Bank of Hol-denville, I. T., capital \$25,000, has been approved. The organizers are L. C. Parmenter, Okmulgee, I. T.; Ben F. White, W. E. Templeman, J. A. Chapman and R. O. Whitchurch. L. C. Parmenter, late of Tishomingo, is president, and W. E. Templeman, cashier. The new bank will, it is said, absorb the Traders' Bank & Trust Co.

[For Additional Financial News, See Pages 42 and 43.]



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